

Attach to E-Mail for Executive Signature

Document Item: San Pablo Ave Safety Project Baseline Agreement Additional Signature

EA Number: N/A

Item Due Date: 3/25/2026

Number of Documents to be Signed: 1



3/17/2026

Branch Chief Date

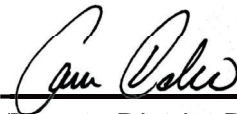
Telephone: 510-960-0785



03/18/2026

Office Chief Date

Telephone: 510-960-0806



03/20/2026

Deputy District Director Date

Chief Deputy District Director Date



David Ambuehl (Mar 23, 2026 12:02:45 PDT)

Acting District Director Date

Xi Zhang 510-960-0785 xi.zhang@dot.ca.gov

Return to Originator Telephone Email Address



ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

San Pablo Avenue Safety Enhancements and Transit Bulbs Project

Resolution ATP-P-2526-13B

(to be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) effective on 05/14/2026 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Alameda County Transportation Commission, and the Implementing Agency, Alameda County Transportation Commission, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its 5/18/2023 meeting the Commission approved the Active Transportation Program and included in this program of projects the San Pablo Avenue Safety Enhancements and Transit Bulbs P, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Project Report attached hereto as Exhibit B, the Performance Metrics Form, if applicable, attached hereto as Exhibit C, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution G-23-37, "Adoption of Program of Projects for the Active Transportation Program", dated 5/18/2023
 - Resolution [redacted], "Adoption of Program of Projects for the Local Partnership Program", dated [redacted]
 - Resolution [redacted], "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated [redacted]
 - Resolution [redacted], "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated [redacted]
 - Resolution [redacted], "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated [redacted]

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 Alameda County Transportation Commission agrees to secure funds for any additional costs of the project.
- 4.6 Alameda County Transportation Commission agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 Alameda County Transportation Commission agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 Alameda County Transportation Commission agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*



Attachments:

- Exhibit A: Project Programming Request Form
- Exhibit B: Project Report
- Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name San Pablo Avenue Safety Enhancements and Transit Bulbs Project

Resolution ATP-P-2526-13B

(to be completed by CTC)

Tony Tavares

Digitally signed by Tony Tavares
Date: 2025.11.12 17:31:06 -08'00'

11/12/2025

Date

Tony Tavares, Executive Director

Alameda County Transportation Commission

Project Applicant

Tony Tavares

Digitally signed by Tony Tavares
Date: 2025.11.12 17:31:32 -08'00'

11/12/2025

Date

Tony Tavares, Executive Director

Alameda County Transportation Commission

Implementing Agency



David Ambuehl (Nov 26, 2025 15:43:42 PST)

11/26/2025

Date

David D. Ambuehl

District Director

California Department of Transportation



Cory Binns (May 19, 2026 18:09:49 PDT)

05/19/2026

Date

FOR

Dina A. El Tawansy

Director

California Department of Transportation



06/09/2026

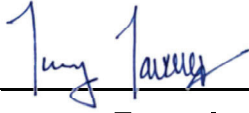
Date

Tanisha Taylor

Executive Director

California Transportation Commission

ADDITIONAL SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT
Project Title: San Pablo Avenue Safety Enhancements and Transit Bulbs Project
Resolution: ATP-P-2526-13B
(to be completed by CTC)



Tony Tavares, Executive Director
Alameda County Transportation Commission
Project Applicant

3-12-2026

Date

David Ambuehl
David Ambuehl (Mar 23, 2026 12:02:45 PDT)

David Ambuehl, District Director (Acting)
California Department of Transportation
Project Applicant

03/23/2026

Date

David Ambuehl
David Ambuehl (Mar 23, 2026 12:02:45 PDT)

David Ambuehl, District Director (Acting)
California Department of Transportation
Implementing Agency

03/23/2026

Date

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	11/20/2025 09:50:30
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
04	2Y301	0423000094	2365	Alameda County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Alameda County	123	2.100	5.100		
				MPO	Element
				MTC	Local Assistance
Project Manager/Contact			Phone	Email Address	
Matthew Bomberg			510-208-7465	mbomberg@alamedactc.org	

Project Title

San Pablo Avenue Safety Enhancements and Transit Bulbs Project

Location (Project Limits), Description (Scope of Work)

In the City of Berkeley and the City of Albany, on San Pablo Avenue, from Heinz Avenue (PM 2.080) to Brighton Avenue (PM 5.177). Construct bicycle and pedestrian crossing improvements, traffic signal upgrades for pedestrians, parking and auto circulation changes, and bus stop improvements.

Component	Implementing Agency
PA&ED	Alameda County Transportation Commission
PS&E	Alameda County Transportation Commission
Right of Way	Alameda County Transportation Commission
Construction	Alameda County Transportation Commission

Legislative Districts

Assembly:	14	Senate:	7	Congressional:	12
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Project Milestone	Existing	Proposed
Project Study Report Approved	06/15/2022	
Begin Environmental (PA&ED) Phase	01/01/2022	
Circulate Draft Environmental Document Document Type CE/CE	11/15/2022	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)	12/27/2022	
Begin Design (PS&E) Phase	04/01/2022	
End Design Phase (Ready to List for Advertisement Milestone)	09/23/2023	
Begin Right of Way Phase	06/01/2023	
End Right of Way Phase (Right of Way Certification Milestone)	05/26/2024	
Begin Construction Phase (Contract Award Milestone)	09/16/2024	
End Construction Phase (Construction Contract Acceptance Milestone)	09/06/2026	
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 11/20/2025 09:50:30

Purpose and Need

Purpose:
 -Improve safety for bicyclists and pedestrians to access employment, education, and other areas of community life.
 -Increase the desirability of active transportation travel options.
 -Prioritize multimodal and network connectivity through transit-priority treatments and pedestrian-friendly design along San Pablo Avenue within the cities of Berkeley and Albany.
 -Reduce vehicle miles traveled, through increased use of transit and active transportation modes.
 -Increase multimodal transportation solutions for the low-income and diverse communities along the project corridor.

Need:
 -The entire Project length along San Pablo Avenue is part of the countywide pedestrian and bicycle High Injury Networks (HIN). The San Pablo Avenue corridor is the third worst HIN corridor in Alameda County for pedestrian and bicycle collisions and fatalities per the Alameda County Active Transportation Plan from 2019. San Pablo Avenue within the project limits is considered unsafe for pedestrians and bicycles who frequent the corridor.
 -The Project area is considered an Equity Priority Community and a Priority Development Area, with a high concentration of transit dependent and underserved populations. Compared to Alameda County overall, residents in these areas own fewer cars (13 percent zero car households vs 9 percent for Alameda County) and heavily rely on walking (7 percent vs 4 percent for Alameda County), bicycling (8 percent vs 2 percent), and transit (25 percent vs 16 percent) to commute to jobs. Segments of San Pablo Avenue serve as community “Main Streets”, necessitating a pedestrian-oriented roadway. San Pablo Avenue provides access to more than 20 schools, 10 community centers, six (6) senior centers, four (4) main libraries, several housing navigation centers, six (6) food banks, and many other community gathering places and youth centers. Gaps between pedestrian and bicycle crossings, ADA deficiencies, and a wide roadway cross-section result in an uninviting pedestrian environment.
 -Traffic congestion and inadequate loading zones for transit riders result in delays, long travel times, and unreliable transit service. Additionally, the lack of transit amenities along San Pablo Avenue such as transit waiting areas, bus shelters, and bus pads makes transit ridership less desirable.
 -The lack of pedestrian and bicycle conveniences such bike boxes, bike conflict striping and proper lighting along the Project corridor promotes an undesirable perception of active transportation among users.

NHS Improvements YES NO Roadway Class 3 Reversible Lane Analysis YES NO

Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities constructed	LF	610

Date 11/20/2025 09:50:30

Additional Information

1. In May 2025, CTC approved a 14-month time extension to request an allocation (new deadline date is 8/31/26). Allocation request is anticipated in Spring 2026.
2. Funding Changes: Project pre-construction and construction costs have increased. Pre-construction cost increases are due to need to complete NEPA Section 106 requirements, extensive stakeholder review and comment on design plans, and more extensive project-approval process for Caltrans to administer construction of the project. All pre-construction work is being funded with local funds. Construction phase costs increase are due to inflation, more detailed estimates, and traffic handling/stage construction requirements which were estimated based on a percentage of construction cost (industry standard method) during early design phases and are now based in detailed design plans. Project sponsor has obtained additional external funds since ATP application submission including federal SS4A and SHOPP funds.
3. NEPA status: Federal SS4A funds have been committed to the project, with NEPA CE received as of 11/19/25.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	1	-1

District	County	Route	EA	Project ID	PPNO
04	Alameda County		2Y301	0423000094	2365

Project Title
 San Pablo Avenue Safety Enhancements and Transit Bulbs Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Alameda County Transportation Com
PS&E									Alameda County Transportation Com
R/W SUP (CT)									Alameda County Transportation Com
CON SUP (CT)									Alameda County Transportation Com
R/W									Alameda County Transportation Com
CON									Alameda County Transportation Com
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	1,690							1,690	
PS&E	3,862							3,862	
R/W SUP (CT)		350						350	
CON SUP (CT)			5,125		1,100			6,225	
R/W									
CON			20,385		3,390			23,775	
TOTAL	5,552	350	25,510		4,490			35,902	

Fund #1:	SHOPP (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Caltrans District 4
PS&E									Programmed SHOPP funds at March 2026 CTC Meeting.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					1,100			1,100	
R/W									
CON					3,390			3,390	
TOTAL					4,490			4,490	

Fund #2:	Federal Disc. - Safe Streets for All (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									CON phase costs increase due to inflation, more detailed estimates, and traffic handling/stage construction requirements.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			15,000					15,000	
TOTAL			15,000					15,000	

Fund #3:	Local Funds - ALA Co Sales Tax (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Alameda County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,690							1,690	Alameda County sale tax programs (Measure B and Measure BB).
PS&E	3,862							3,862	
R/W SUP (CT)		350						350	
CON SUP (CT)			900					900	
R/W									
CON			610					610	
TOTAL	5,552	350	1,510					7,412	

Fund #4:	ATP - Active Transportation Program (ST-ATP) – SB1 (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Notes
E&P (PA&ED)									Approved allocation time extension for Con. Extended deadline is 8/31/2026.
PS&E									
R/W SUP (CT)									
CON SUP (CT)			4,225					4,225	
R/W									
CON			4,775					4,775	
TOTAL			9,000					9,000	

Baseline Agreement – SPA Safety Enhancements and Transit Bulbs Project

Final Audit Report

2026-03-23

Created:	2026-03-23
By:	Ashwini Reddy (s138299@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAJz1YLQ0s5fLeWVGfzS0CDMdLj2pzka3r

"Baseline Agreement – SPA Safety Enhancements and Transit Bulbs Project" History

-  Document created by Ashwini Reddy (s138299@dot.ca.gov)
2026-03-23 - 6:06:59 PM GMT- IP address: 149.136.25.245
-  Document emailed to David Ambuehl (david.ambuehl@dot.ca.gov) for signature
2026-03-23 - 6:17:04 PM GMT
-  Email viewed by David Ambuehl (david.ambuehl@dot.ca.gov)
2026-03-23 - 7:01:37 PM GMT- IP address: 149.136.25.245
-  Document e-signed by David Ambuehl (david.ambuehl@dot.ca.gov)
Signature Date: 2026-03-23 - 7:02:45 PM GMT - Time Source: server- IP address: 149.136.25.245
-  Agreement completed.
2026-03-23 - 7:02:45 PM GMT



Baseline Agreement Fact Sheet

Project Title:	SR 49 Multimodal Corridor Improvements, Nevada City					
Location:	Located in Nevada County and Nevada City on State Route 49 from the Nevada County Juvenile Hall driveway, past the Eric Rood Government Center (Government Center) to SR 20.					
Work Description:	Install RRFBs, enhanced crossings with refuge islands, shared-use paths, sidewalk, lighting, addition of two roundabouts, reconfiguration of one intersection.					
On-System Location	County	Route/Corridor	PM Bk	PM Ahd		
	NEV	49	15.07	16.10		
Project Cost:	\$17,357,000 (Total ATP Request: \$13,863,000)					
Performance Measure:	ATP Indicator	Measures/Outcomes	Unit	Current	Projected Outcome	Year
	Counts	Bicycle Counts	Each	54	65	2029
		Pedestrian Counts	Each	150	199	2029
	<p>Spanning SR 49 between the intersections of SR 20/SR 49 and the County Juvenile Hall driveway/SR 49, this project will result in safe connectivity along a high-stress corridor by implementing new shared-use paths, sidewalks, enhanced crossings, and four intersection improvements, allowing active users to travel along and across the SR 49 corridor safely and comfortably while accessing destinations.</p> <p>Bicycle and Pedestrian counts were obtained from the Nevada City SR 49 Multimodal Corridor Plan, 2019. Mio vision cameras were set up at six intersections in the project corridor and captured bicyclists and pedestrians over an eight-hour period midweek in October 2019. The projected bicycle and pedestrian use were estimated based on the anticipated change in commute biking and walking mode share documented in the Nevada County Active Transportation Plan, 2019. The Nevada County ATP estimated that with the full implementation of the plan, biking to work would increase by 4.5% and walking to work would increase by 2.0%. However, US Census data on commute mode share to work by walking decreased from 3.3% in 2010 to 1.9% in 2021, a 73% reduction. The bike to work mode-share remained flat at 0.5%. Therefore, the projected additional biking trips were projected using the ATP percentage of 4.5%, while the projected additional walking trips were projected by decreasing the ATP percent change factored down by the US Census Bureau reduction in walk to work trips. The 2045 Nevada County Regional Transportation Plan financial constraints analysis estimates that \$142 million of the total \$294 million projected ATP needs could reasonably be constructed by 2045.</p>					

Notes:	Category	Outputs	Unit	Total
	Active Transportation	Pedestrian/Bicycle facilities miles constructed	Feet	7,117
	Active Transportation	Enhance Exiting Crosswalk	EA	4
	Active Transportation	Lighting	EA	30
	Active Transportation	New Beacon/Signal at Un-Signalized Intersections	EA	1
	Active Transportation	Crossing-Surface Improvements at Mid-Block Crossing	EA	5
	Active Transportation	Crossing-Surface Improvements at Un-Signalized Intersections	EA	10
	Active Transportation	Speed Feedback Signs	EA	1
	Active Transportation	Roundabout	EA	2

CALIFORNIA LEGISLATURE

STATE CAPITOL
SACRAMENTO, CALIFORNIA
95814

June 8, 2022

California Transportation Commission
Mitch Weiss, Executive Director
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Subject: Support for Alameda County Transportation Commission (Alameda CTC) Active Transportation Program (ATP) Cycle 6 Grant Applications

Dear Mr. Weiss,

We are writing to extend our support for the Alameda County Transportation Commission's (Alameda CTC) Active Transportation Program (ATP) Cycle 6 Grant Applications for the San Pablo Avenue Safety Enhancements and Bus Bulbs Project and the East Bay Greenway Multimodal project.

- San Pablo Avenue (SR 123) is a vitally important corridor that connects residents to key destinations including transit services, parks and regional open spaces, grocery stores, commercial districts, downtown areas, universities, healthcare centers, libraries, senior centers, K-12 schools, YMCAs and housing navigation centers. This project will construct safety and transit improvements along a 3.1-mile segment of San Pablo Avenue, from Heinz Avenue in the city of Berkeley through the city of Albany to its northern border, which is also the northern border of Alameda County. Despite its importance to the communities it traverses, San Pablo Avenue represents a significant barrier for those on bike and on foot. Crossings are far apart and lack basic visibility features. The street has the third highest incidence of injury collisions in Alameda County.
- The East Bay Greenway Multimodal project will construct a regional trail bikeway facility and complete street improvements along streets parallel and connecting to the Bay Area Rapid Transit (BART) line through the Cities of Oakland and San Leandro, spanning 10.6 miles. The project will provide significant benefits to the communities that it

traverses between the Lake Merritt BART station and the Bayfair BART station while helping to meet the statewide goals of the ATP program. This project will provide an all ages and abilities bikeway “spine” that connects neighborhoods to destinations of need including transit, commercial districts, affordable housing, community colleges, regional open spaces, schools, social services, parks, hospitals, and job centers.

Both projects advance key state and local goals of safety, equity and climate. These projects will provide healthy and affordable mobility options in communities that are identified as regional equity priority communities and have low levels of access to automobiles and high asthma rate. These investments will improve safety for all modes, particularly for people crossing San Pablo Avenue and E14th/Mission Blvd on foot or by bike, and will improve transit reliability. These projects include improvements such as: high visibility crosswalks and striping, new pedestrian and bicycle crossing signals (e.g. pedestrian hybrid beacons), curb bulbs that shorten crossing distances at Rapid bus stops and select pedestrian crossings, ADA-accessible curb ramps, targeted lighting improvements at crosswalks and bus stops, and transit islands and signal priority.

Therefore, we urge your favorable consideration of Alameda CTC’s San Pablo Avenue Safety Enhancements and Bus Bulbs Project and the East Bay Greenway Multimodal Project.

Sincerely,

Bill Zwick

Robert A. Witekowski

Mina Agonta

Buffy U...



June 8, 2022

California Transportation Commission
Mitch Weiss, Executive Director
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Subject: Support for Alameda County Transportation Commission (Alameda CTC) Active Transportation Program (ATP) Cycle 6 Grant Applications

Dear Mr. Weiss,

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traverses between the Lake Merritt BART station and the Bayfair BART station while helping to meet the statewide goals of the ATP program. This project will provide an all ages and abilities bikeway “spine” that connects neighborhoods to destinations of need including transit, commercial districts, affordable housing, community colleges, regional open spaces, schools, social services, parks, hospitals, and job centers.

Both projects advance key state and local goals of safety, equity and climate. These projects will provide healthy and affordable mobility options in communities that are identified as regional equity priority communities and have low levels of access to automobiles and high asthma rate. These investments will improve safety for all modes, particularly for people crossing San Pablo Avenue and E14th/Mission Blvd on foot or by bike, and will improve transit reliability. These projects include improvements such as: high visibility crosswalks and striping, new pedestrian and bicycle crossing signals (e.g. pedestrian hybrid beacons), curb bulbs that shorten crossing distances at Rapid bus stops and select pedestrian crossings, ADA-accessible curb ramps, targeted lighting improvements at crosswalks and bus stops, and transit islands and signal priority.

Therefore, we urge your favorable consideration of Alameda CTC’s San Pablo Avenue Safety Enhancements and Bus Bulbs Project and the East Bay Greenway Multimodal Project.

Sincerely,

Bill Zurk

Robert A. Wiekowski

Nancy Skinner

ALBANY CALIFORNIA



CITY OF ALBANY
1000 SAN PABLO AVENUE
ALBANY, CA 94706
www.AlbanyCA.org

June 1, 2022

California Transportation Commission
Mitch Weiss, Executive Director
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Subject: Support for Alameda County Transportation Commission (Alameda CTC) Active Transportation Program (ATP) Cycle 6 Grant Application for the San Pablo Avenue Safety Enhancements and Bus Bulbs Project

Dear Mr. Weiss,

On behalf of the City of Albany, I am writing to extend our support for the Alameda County Transportation Commission (Alameda CTC) Active Transportation Program (ATP) Cycle 6 Grant Application for implementation of the San Pablo Avenue Safety Enhancements and Bus Bulbs Project.

Alameda CTC is the sponsor for the project, which proposes to construct safety and transit improvements along a 3.1-mile segment of San Pablo Avenue, from Heinz Avenue in the city of Berkeley through the city of Albany to its northern border, which is also the northern border of Alameda County.

San Pablo Avenue (SR 123) is a vitally important corridor that connects residents to key destinations including transit services, parks and regional open spaces, grocery stores, commercial districts, downtown areas, universities, healthcare centers, libraries, senior centers, K-12 schools, YMCAs and housing navigation centers. Despite its importance to the communities it traverses, San Pablo Avenue represents a significant barrier for those on bike and on foot. Crossings are far apart and lack basic visibility features. The street has the third-highest incidence of injury collisions in Alameda County and the highest incidence of injury collisions in Albany.

This project will improve safety for all modes, particularly for people crossing San Pablo Avenue on foot or by bike. The project will construct safety enhancements including high visibility crosswalks and striping, new pedestrian and bicycle crossing signals (e.g. pedestrian hybrid beacons), curb bulbs that shorten crossing distances at

Rapid bus stops and select pedestrian crossings, ADA-accessible curb ramps, targeted lighting improvements at crosswalks and bus stops, and safer bicycle crossings of San Pablo Avenue at intersections with bike routes.

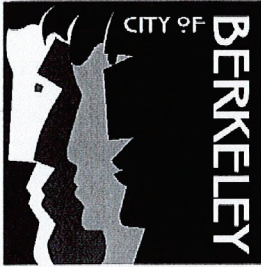
This project will implement a number of local priority safety improvements in Albany that have been identified through community planning efforts including Albany's Active Transportation Plan and the Complete Streets Plan for San Pablo Avenue and Buchanan Street.

The City of Albany fully supports Alameda CTC's San Pablo Avenue Safety Enhancements and Bus Bulbs Project. Consistent with existing agreements with Caltrans, the City of Albany agrees to assume responsibility for the ongoing operations and maintenance of the improved facility within our jurisdiction, once the project is completed. The City of Albany requests that the California Transportation Commission approve Alameda CTC's ATP grant application request.

Sincerely,

A handwritten signature in blue ink that reads "Nicole Almaguer". The signature is fluid and cursive, with the first name "Nicole" and last name "Almaguer" clearly distinguishable.

Nicole Almaguer
City Manager



Public Works Department
Office of the Director

June 7, 2022

California Transportation Commission
Mitch Weiss, Executive Director
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Subject: **SUPPORT FOR ALAMEDA COUNTY TRANSPORTATION COMMISSION
(ALAMEDA CTC) ACTIVE TRANSPORTATION PROGRAM (ATP)
CYCLE 6 GRANT APPLICATION FOR THE SAN PABLO AVENUE
SAFETY ENHANCEMENTS AND BUS BULBS PROJECT**

Dear Mr. Weiss:

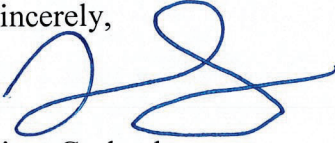
On behalf of the City of Berkeley, I am writing to extend our support for the Alameda County Transportation Commission (Alameda CTC) Active Transportation Program (ATP) Cycle 6 Grant Application for implementation of the San Pablo Avenue Safety Enhancements and Bus Bulbs Project. Alameda CTC is the sponsor for the project, which proposes to construct safety and transit improvements along a 3.1-mile segment of San Pablo Avenue (State Route 123) from Heinz Avenue in the City of Berkeley through the City of Albany to its northern border, which is also the northern border of Alameda County.

San Pablo Avenue is a vitally important corridor that connects residents to key destinations including transit services, parks and regional open spaces, grocery stores, commercial districts, downtown areas, universities, healthcare centers, libraries, senior centers, K-12 schools, YMCAs and housing navigation centers. Despite its importance to the communities it traverses, San Pablo Avenue represents a significant barrier for those on bike and on foot. Crossings are far apart and lack basic visibility features. The street has the third highest incidence of injury collisions in Alameda County.

This project will improve safety for all modes of transportation, particularly for people crossing San Pablo Avenue on foot or by bike. The project will construct safety improvements including high visibility crosswalks and striping, new pedestrian and bicycle crossing signals (pedestrian hybrid beacons), curb bulbs that shorten crossing distances at AC Transit Rapid Service bus stops and select pedestrian crossings, ADA-accessible curb ramps, targeted lighting improvements at crosswalks and bus stops, and safer bicycle crossings of San Pablo Avenue at intersections with bike routes.

The City of Berkeley fully supports Alameda CTC's San Pablo Avenue Safety Enhancements and Bus Bulbs Project. In addition, the City of Berkeley agrees to assume responsibility for the ongoing operations and maintenance of the improvements within our jurisdiction, once the project is completed. We look forward to partnering with Alameda CTC on this vital project.

Sincerely,



Liam Garland
Director of Public Works



Service Development
1600 Franklin Street, Oakland CA 94612

May 18, 2022

California Transportation Commission
Mitch Weiss, Executive Director
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Subject: Support for Alameda County Transportation Commission (Alameda CTC) Active Transportation Program (ATP) Cycle 6 Grant Application for the San Pablo Avenue Safety Enhancements and Bus Bulbs Project

Dear Mr. Weiss,

On behalf of the Alameda-Contra Costa Transit District (AC Transit), I am writing to extend support for the Alameda County Transportation Commission (Alameda CTC) Active Transportation Program (ATP) Cycle 6 Grant Application for implementation of the San Pablo Avenue Safety Enhancements and Bus Bulbs project.

Alameda CTC's ATP application would fund the project that would improve safety along a 3.1-mile segment of San Pablo Avenue, from Heinz Avenue in the city of Berkeley through the city of Albany to the Alameda and Contra Costa County border.

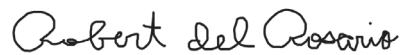
San Pablo Avenue (SR 123) is a vitally important corridor that connects residents to key destinations including transit services, grocery stores, commercial districts, downtown areas, healthcare centers, libraries, senior centers, K-12 schools, and housing navigation centers. San Pablo Avenue is also one of AC Transit's highest ridership corridors with more than 19,000 weekday boardings on average (pre-COVID). Despite its importance to the communities it traverses, San Pablo Avenue represents a significant barrier for those on bike and on foot. Crossings are far apart and lack basic visibility features. The street has the third highest incidence of injury collisions in Alameda County.

This project will improve safety for all modes, particularly for people crossing San Pablo Avenue on foot or by bike, including those accessing AC Transit bus stops. The project will construct safety enhancements including high visibility crosswalks and striping, new pedestrian, and bicycle crossing signals (e.g., pedestrian hybrid beacons), ADA-accessible curb ramps, targeted lighting improvements at crosswalks and bus stops, and safer bicycle crossings of San Pablo Avenue at intersections with bike routes. The project will also provide transit speed and reliability benefits by constructing bus bulbs at Rapid stops and relocating and upgrading selected bus stops.

These requests for funding represent AC Transit's support for the Alameda CTC's San Pablo Avenue Safety Enhancements and Bus Bulbs Project and requests that the California Transportation Commission approve Alameda CTC's ATP grant application request.

Should you have any questions regarding this letter, please do not hesitate in contact me at (510) 891-4734 or rdelrosa@actransit.org

Sincerely,

A handwritten signature in cursive script that reads "Robert del Rosario".

Robert del Rosario
Director of Service Development and Planning
AC Transit



June 10, 2022

California Transportation Commission
Mitch Weiss, Executive Director
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Subject: Support for Alameda County Transportation Commission (Alameda CTC) Active Transportation Program (ATP) Cycle 6 Grant Application for the San Pablo Avenue Safety Enhancements and Bus Bulbs Project

Dear Mr. Weiss:

On behalf of Bike East Bay, we are writing to extend our support for the Alameda County Transportation Commission (Alameda CTC) Active Transportation Program (ATP) Cycle 6 Grant Application for implementation of the San Pablo Avenue Safety Enhancements and Bus Bulbs Project.

Alameda CTC is the sponsor for the project, which proposes to construct safety and transit improvements along a 3.1-mile segment of San Pablo Avenue, from Heinz Avenue in the city of Berkeley through the city of Albany to its northern border, which is also the northern border of Alameda County.

San Pablo Avenue has the third highest incidence of injury collisions in Alameda County. This project will improve safety for all modes, particularly for people crossing the street on foot or by bike. The project will construct safety enhancements including high visibility crosswalks and striping, new pedestrian and bicycle crossing signals (e.g. pedestrian hybrid beacons), curb bulbs that shorten crossing distances at Rapid bus stops and select pedestrian crossings, ADA-accessible curb ramps, targeted lighting improvements at crosswalks and bus stops, and safer bicycle crossings of San Pablo Avenue at intersections with bike routes. These near-term improvements are designed to not preclude further potential safety and transit improvements in the future, which could include dedicated bus and/or bike lanes.

Bike East Bay supports Alameda CTC's San Pablo Avenue Safety Enhancements and Bus Bulbs Project and requests that the California Transportation Commission approve Alameda CTC's ATP grant application request.

Sincerely,

A handwritten signature in black ink that reads "Dave Campbell". The signature is written in a cursive, flowing style.

Dave Campbell
Advocacy Director
Bike East Bay
(510) 701-5971
dave@bikeeastbay.org



June 10, 2022

California Transportation Committee
Mitch Weiss, Executive Director
1120 N Street, MS-52
PO Box 942873
Sacramento CA 95814

RE: Support for ACTC's ATP Cycle 6 Grant Application for San Pablo Avenue

Mr. Weiss:

East Bay Transit Riders Union, a membership organization that supports bus and rail riders, supports Alameda County Transportation Committee's (ACTC) Active Transportation Program (ATP) Cycle 6 Grant Application for San Pablo Avenue Safety Enhancements and Bus Bulbs Project.

Our members ride routes like the AC Transit 72, 72R and 72M everyday along San Pablo Avenue for work, school and services. The existing pedestrian environment and bus infrastructure along San Pablo Avenue is dangerous and uncomfortable for bus riders. Moreover, the lack of bus bulb outs means that AC Transit buses must pull in and out of traffic at stops, which decreases reliability and increases travel times.

ACTC's project would improve the pedestrian experience through high visibility crosswalks, sidewalk improvements and signals. It would also deliver bulb outs that would make AC Transit bus service more reliable and faster.

For these reasons, East Bay Transit Riders Union is pleased to support ACTC's grant application for the 6th Cycle of ATP. We are committed to working with you and ACTC to prioritize bus improvements for riders.

Sincerely,

John Minot
Chair, East Bay Transit Riders Union



June 3, 2022

California Transportation Commission
Mitch Weiss, Executive Director
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Subject: Support for Alameda County Transportation Commission (Alameda CTC) Active Transportation Program (ATP) Cycle 6 Grant Application for the San Pablo Avenue Safety Enhancements and Bus Bulbs Project

Dear Mr. Weiss,

On behalf of the East Bay Economic Development Alliance (East Bay EDA), we are writing to extend our support for the Alameda County Transportation Commission (Alameda CTC) Active Transportation Program (ATP) Cycle 6 Grant Application for implementation of the San Pablo Avenue Safety Enhancements and Bus Bulbs Project (Project).

The Project will construct safety and transit improvements along a 3.1-mile segment of San Pablo Avenue, from Heinz Avenue in the city of Berkeley through the city of Albany to its northern border, which is also the northern border of Alameda County.

San Pablo Avenue (SR 123) is a vitally important corridor that connects residents to key destinations including transit services, parks and regional open spaces, grocery stores, commercial districts, downtown areas, universities, healthcare centers, libraries, senior centers, K-12 schools, YMCAs and housing navigation centers. Despite its importance to the communities it traverses, San Pablo Avenue represents a significant barrier for those on bike and on foot. Crossings are far apart and lack basic visibility features. The street has the third highest incidence of injury collisions in Alameda County.

This project will improve safety for all modes, particularly for people crossing San Pablo Avenue on foot or by bike. The project will construct safety enhancements including high visibility crosswalks and striping, new pedestrian and bicycle crossing signals (e.g. pedestrian hybrid beacons), curb bulbs that shorten crossing distances at Rapid bus stops and select pedestrian crossings, ADA-accessible curb ramps, targeted lighting improvements at crosswalks and bus stops, and safer bicycle crossings of San Pablo Avenue at intersections with bike routes.

East Bay EDA fully supports Alameda CTC's San Pablo Avenue Safety Enhancements and Bus Bulbs Project and request that the California Transportation Commission approve Alameda CTC's ATP grant application request.

If you have any questions, please do not hesitate to contact me at (510) 272-3874 or stephen@eastbayeda.org.

Sincerely,

A handwritten signature in black ink that reads "S. Baiter".

Stephen Baiter
Executive Director

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	11/20/2025 09:50:30
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
04	2Y301	0423000094	2365	Alameda County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Alameda County	123	2.080	5.177		
				MPO	Element
				MTC	Local Assistance
Project Manager/Contact			Phone	Email Address	
Matthew Bomberg			510-208-7465	mbomberg@alamedactc.org	

Project Title

San Pablo Avenue Safety Enhancements and Transit Bulbs Project

Location (Project Limits), Description (Scope of Work)

In the City of Berkeley and the City of Albany, on San Pablo Avenue, from Heinz Avenue (PM 2.080) to Brighton Avenue (PM 5.177). Construct bicycle and pedestrian crossing improvements, traffic signal upgrades for pedestrians, parking and auto circulation changes, and bus stop improvements.

Component	Implementing Agency
PA&ED	Alameda County Transportation Commission
PS&E	Alameda County Transportation Commission
Right of Way	Alameda County Transportation Commission
Construction	Alameda County Transportation Commission

Legislative Districts

Assembly:	14	Senate:	7	Congressional:	12
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Project Milestone	Existing	Proposed
Project Study Report Approved	06/15/2022	
Begin Environmental (PA&ED) Phase	01/01/2022	
Circulate Draft Environmental Document Document Type CE/CE	11/15/2022	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)	12/27/2022	
Begin Design (PS&E) Phase	04/01/2022	
End Design Phase (Ready to List for Advertisement Milestone)	09/23/2023	
Begin Right of Way Phase	06/01/2023	
End Right of Way Phase (Right of Way Certification Milestone)	05/26/2024	
Begin Construction Phase (Contract Award Milestone)	09/16/2024	
End Construction Phase (Construction Contract Acceptance Milestone)	09/06/2026	
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 11/20/2025 09:50:30

Purpose and Need

Purpose:
 -Improve safety for bicyclists and pedestrians to access employment, education, and other areas of community life.
 -Increase the desirability of active transportation travel options.
 -Prioritize multimodal and network connectivity through transit-priority treatments and pedestrian-friendly design along San Pablo Avenue within the cities of Berkeley and Albany.
 -Reduce vehicle miles traveled, through increased use of transit and active transportation modes.
 -Increase multimodal transportation solutions for the low-income and diverse communities along the project corridor.

Need:
 -The entire Project length along San Pablo Avenue is part of the countywide pedestrian and bicycle High Injury Networks (HIN). The San Pablo Avenue corridor is the third worst HIN corridor in Alameda County for pedestrian and bicycle collisions and fatalities per the Alameda County Active Transportation Plan from 2019. San Pablo Avenue within the project limits is considered unsafe for pedestrians and bicycles who frequent the corridor.
 -The Project area is considered an Equity Priority Community and a Priority Development Area, with a high concentration of transit dependent and underserved populations. Compared to Alameda County overall, residents in these areas own fewer cars (13 percent zero car households vs 9 percent for Alameda County) and heavily rely on walking (7 percent vs 4 percent for Alameda County), bicycling (8 percent vs 2 percent), and transit (25 percent vs 16 percent) to commute to jobs. Segments of San Pablo Avenue serve as community “Main Streets”, necessitating a pedestrian-oriented roadway. San Pablo Avenue provides access to more than 20 schools, 10 community centers, six (6) senior centers, four (4) main libraries, several housing navigation centers, six (6) food banks, and many other community gathering places and youth centers. Gaps between pedestrian and bicycle crossings, ADA deficiencies, and a wide roadway cross-section result in an uninviting pedestrian environment.
 -Traffic congestion and inadequate loading zones for transit riders result in delays, long travel times, and unreliable transit service. Additionally, the lack of transit amenities along San Pablo Avenue such as transit waiting areas, bus shelters, and bus pads makes transit ridership less desirable.
 -The lack of pedestrian and bicycle conveniences such bike boxes, bike conflict striping and proper lighting along the Project corridor promotes an undesirable perception of active transportation among users.

NHS Improvements YES NO Roadway Class 3 Reversible Lane Analysis YES NO

Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities constructed	LF	610

Date 11/20/2025 09:50:30

Additional Information

1. In May 2025, CTC approved a 14-month time extension to request an allocation (new deadline date is 8/31/26). Allocation request is anticipated in Spring 2026.
2. Funding Changes: Project pre-construction and construction costs have increased. Pre-construction cost increases are due to need to complete NEPA Section 106 requirements, extensive stakeholder review and comment on design plans, and more extensive project-approval process for Caltrans to administer construction of the project. All pre-construction work is being funded with local funds. Construction phase costs increase are due to inflation, more detailed estimates, and traffic handling/stage construction requirements which were estimated based on a percentage of construction cost (industry standard method) during early design phases and are now based in detailed design plans. Project sponsor has obtained additional external funds since ATP application submission including federal SS4A and SHOPP funds.
3. NEPA status: Federal SS4A funds have been committed to the project, with NEPA CE received as of 11/19/25.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	1	-1

District	County	Route	EA	Project ID	PPNO
04	Alameda County		2Y301	0423000094	2365

Project Title
 San Pablo Avenue Safety Enhancements and Transit Bulbs Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Alameda County Transportation Com
PS&E									Alameda County Transportation Com
R/W SUP (CT)									Alameda County Transportation Com
CON SUP (CT)									Alameda County Transportation Com
R/W									Alameda County Transportation Com
CON									Alameda County Transportation Com
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	1,690							1,690	
PS&E	3,862							3,862	
R/W SUP (CT)		350						350	
CON SUP (CT)			5,125		1,100			6,225	
R/W									
CON			20,385		3,390			23,775	
TOTAL	5,552	350	25,510		4,490			35,902	

Fund #1:	SHOPP (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Caltrans District 4
PS&E									Programmed SHOPP funds at March 2026 CTC Meeting.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					1,100			1,100	
R/W									
CON					3,390			3,390	
TOTAL					4,490			4,490	

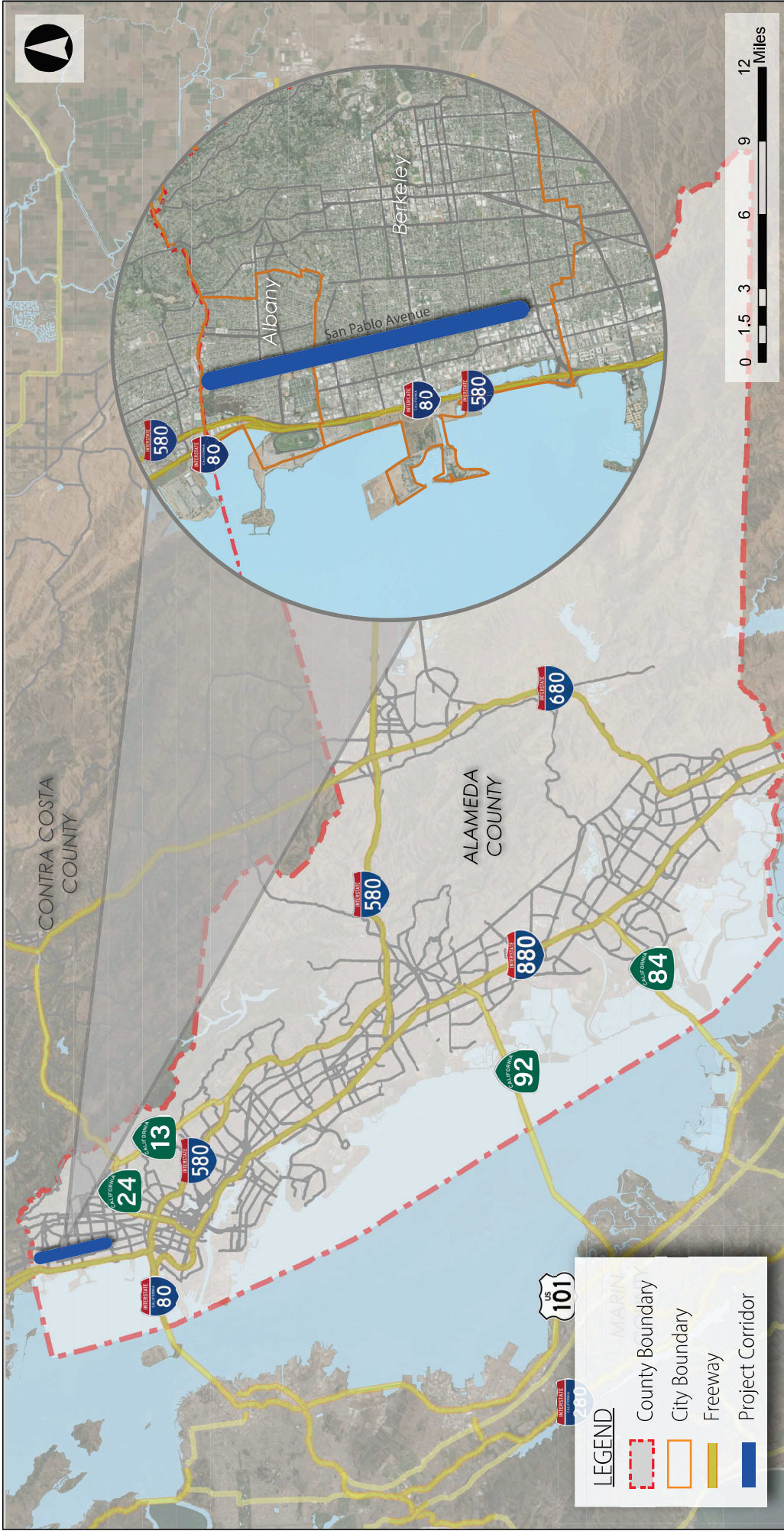
Fund #2:	Federal Disc. - Safe Streets for All (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									CON phase costs increase due to inflation, more detailed estimates, and traffic handling/stage construction requirements.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			15,000					15,000	
TOTAL			15,000					15,000	

Fund #3:	Local Funds - ALA Co Sales Tax (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Alameda County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,690							1,690	Alameda County sale tax programs (Measure B and Measure BB).
PS&E	3,862							3,862	
R/W SUP (CT)		350						350	
CON SUP (CT)			900					900	
R/W									
CON			610					610	
TOTAL	5,552	350	1,510					7,412	

Fund #4:	ATP - Active Transportation Program (ST-ATP) – SB1 (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Notes
E&P (PA&ED)									Approved allocation time extension for Con. Extended deadline is 8/31/2026.
PS&E									
R/W SUP (CT)									
CON SUP (CT)			4,225					4,225	
R/W									
CON			4,775					4,775	
TOTAL			9,000					9,000	



Project Location Map

2023 Active Transportation Program (ATP)
Cycle 6 Grant Application

May 2022





Figure 2. Project Detail Map
2023 Active Transportation Program (ATP)
Cycle 6 Grant Application




Part C: Attachments

Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board.

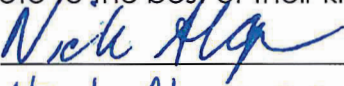
The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director, or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature: 
Name: Tess Lengyel
Title: Executive Director

Date: 6/9/2022
Phone: (510) 208- 7400
e-mail: tlengyel@alamedactc.org

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board. (For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer, Public Works Director, or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: 
Name: Nicole Almaguer
Title: City Manager

Date: 6/2/2022
Phone: (510) 528-5710
e-mail: nalmaguer@albanyca.org


Part C: Attachments

Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board.

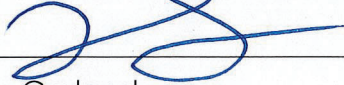
The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director, or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature: 
Name: Tess Lengyel
Title: Executive Director

Date: 6/9/2022
Phone: (510) 208- 7400
e-mail: tlengyel@alamedactc.org

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board. (For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer, Public Works Director, or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: 
Name: Liam Garland
Title: Public Works Director

Date: June 7, 2022
Phone: 510-981-6303
e-mail: lgarland@cityofberkeley.info

ATP Engineer's Checklist

Required for all Infrastructure Projects

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide and regional ATP selection processes.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

❖ For more assistance, please refer to the Caltrans ATP PSR equivalent [presentation](#) and [slides](#)

1. **Project Location Map** (Attachment C)

Engineer's Initials: AJD

- a. The project limits must be clearly depicted in relation to the overall agency boundary
 - i. Include the scale of the drawing and a north arrow.

2. **Project Layout/Plans** showing **existing and proposed** conditions (Attachment D)

Engineer's Initials: AJD

- a. Show project elements at a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project. Scale must be shown on the layout/plans.
- b. Show the full scope of the proposed project.
- c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths.
- d. Show agency's right-of-way (R/W) lines when permanent or temporary R/W impacts will occur. (As appropriate, also show Caltrans', Railroad, and all other government agencies R/W lines.)

Anticipated Number of R/W Takes	Cost	Time needed to Acquire
<u>0</u>	\$ <u>0</u>	<u>0</u> Months

Anticipated Number of Easements	Cost	Time needed to Obtain
<u>0</u>	\$ <u>110,000</u>	<u>0</u> Months

3. **Cross-section(s)** showing **existing and proposed** conditions (Attachment D)

Engineer's Initials: AJD

(Must include a cross-section for each segment where the width of improvements or Right-of-way vary significantly if a typical cross section is provided)

- a. Show and dimension: changes in lane widths, **R/W lines**, side slopes, etc.
- b. Show both the width and the depth/thickness for any new pavement.

Note – Separate cross sections for existing and proposed conditions may be needed to clearly show

the before and after pavement widths/thicknesses.

4. **Project Estimate** (Attachment F)

Engineer's Initials: AJD

- a. The Project Estimate (Attachment F) **must be used** for all applications that are requesting ATP Infrastructure funds. Attachment F shall be completed per the instructions and attached to the application, in the appropriate location.
- b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs.
 - i. Only items in the "Allowable Lump Sum Items" tab may use Lump Sum as a unit.
- c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
- d. Clearly identify and account for all project elements in which the applicant intends to utilize services provided by the CCC, certified community conservation corps, or tribal corps.
- e. **ALL** project development costs (including non-ATP funds) need to be accounted for in the total project cost.

5. **Crash/Safety Data, Collision maps and Countermeasures** (Part B, Question 3)

Engineer's Initials: AJD

- a. Confirm that crash data shown is depicted accurately, is shown to scale, and occurred within the influence area of proposed improvements.

6. **Project Schedule, Funding, and Programming Request** (Part A6)

Engineer's Initials: AJD

- a. All applicants with projects over \$1M must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable federal requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified.
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the Project Programming Request (PPR) must be consistent with Implementing Agency's expected project milestone dates and available matching funds.

Anticipated Environmental Studies	Cost	Time needed for the study
1. NES-MI, Visual Impact Memo, Biological	\$ 787,000	12 Months
2. Resources Memo, Cultural Resources Memo,	\$	Months
3. Historical Resources Evaluation Report, Archaeological Survey Report, Historic Property Survey Report, CE/CE	\$	Months

7. **Warrant Studies/Guidance** (Attachment K)

Engineer's Initials: AJD

(Check if not applicable)

- a. For new Traffic Control Signals – an engineering study that includes analysis of Signal Warrants 1- 9 (CA MUTCD) must be submitted. For ATP funding, warrants 4, 5 or 7 should be met but the final decision to install a signal must be made by the engineer. The engineering study (and any additional documentation of the engineering judgment supporting the Traffic Control Signal, if needed) must include the name and license number of the responsible engineer and must be

attached to the application in the "Additional Attachments" section (Attachment K).

8. Additional Narration and Documentation (Attachment K)

Engineer's Initials: ASD

- a. The text in the "Narrative Questions" in the application must be consistent with and supports the engineering logic and calculations used in the development of the maps, layout/plans, cross sections, schedule and estimate. If non-standard ATP elements are included in the project (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements), attach appropriate documentation demonstrating the engineering decisions and calculations that justify the inclusion of the non-standard elements.

This checklist is to be completed by the engineer in "responsible charge" of defining the project's Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped by the engineer until the final application and application attachments are complete and ready for submission to Caltrans.

Licensed Engineer Information:

Name (Last, First):

Dankberg, Adam

Title:

Vice President

Engineer License Number:

CA 70598

Signature and Date:

Adam Dankberg 6/17/22

Email Address:

adam.dankberg@kimley-horn.com

Phone:

510-350-0243

Place the Engineer's Stamp below:



**Active Transportation Program
Benefits Form**

Project Information		
Project Title:	San Pablo Avenue Safety Enhancements and Transit Bulbs Project	Date: 11/18/2025
Project Identifier (EA, PPNO, etc):	EA 2Y301, PPNO 2365	

Contact Information			
Nominating Agency:	Alameda County Transportation Commission	Agency Completing Form:	Alameda CTC
Contact Person:	John Nguyen	Phone:	510.208.7419
Contact Person:	John Nguyen	Phone:	510.208.7419
Email Address:	JNguyen@alamedactc.org		

ATP Indicator	Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Counts	Bicycle Counts	Each	357	375	2031
	Pedestrian Counts	Each	927	973	2031

In the space below, qualitatively explain the assumptions and methodologies used for the proposed outcomes.

The Current counts are a sum of the two peak hour volumes (AM peak hour + PM peak hour) of key intersection movement counts from the Traffic Operations Analysis Report (TOAR) completed for the PA/ED phase of the project. These counts were taken in 2023. For bicycles counts, intersecting bike routes were selected as key intersections. For pedestrian counts, bus bulb locations were selected as key intersections. For the Projected counts, it was assumed that 2023 volumes will increase by 5% one year after project completion in 2030.

*ENVIRONMENTAL DECLARATION

(CALIFORNIA FISH AND GAME CODE SECTION 711.4)

LEAD AGENCY NAME AND ADDRESS

Alameda County Transportation Commission
1111 Broadway Suite 800
Oakland, CA 94607

FOR COUNTY CLERK USE ONLY

**ENDORSED
FILED
ALAMEDA COUNTY**

OCT 06 2025

FILE NO: 25-400 MELISSA WILK, County Clerk
By [Signature] Deputy

CLASSIFICATION OF ENVIRONMENTAL DOCUMENT: (PLEASE MARK ONLY ONE CLASSIFICATION)

1. NOTICE OF EXEMPTION / STATEMENT OF EXEMPTION

- A - STATUTORILY OR CATEGORICALLY EXEMPT
\$ 50.00 - COUNTY CLERK HANDLING FEE

2. NOTICE OF DETERMINATION (NOD)

- A - NEGATIVE DECLARATION (OR MITIGATED NEG. DEC.)
\$ 2,968.75 - STATE FILING FEE
\$ 50.00 - COUNTY CLERK HANDLING FEE

B - ENVIRONMENTAL IMPACT REPORT (EIR)

- \$ 4,123.50 - STATE FILING FEE
\$ 50.00 - COUNTY CLERK HANDLING FEE

3. OTHER: _____

*****A COPY OF THIS FORM MUST BE COMPLETED AND SUBMITTED WITH EACH COPY OF AN ENVIRONMENTAL DECLARATION BEING FILED WITH THE ALAMEDA COUNTY CLERK.*****

BY MAIL FILINGS:

PLEASE INCLUDE FIVE (5) COPIES OF ALL NECESSARY DOCUMENTS AND TWO (2) SELF-ADDRESSED ENVELOPES.

IN PERSON FILINGS:

PLEASE INCLUDE FIVE (5) COPIES OF ALL NECESSARY DOCUMENTS AND ONE (1) SELF-ADDRESSED ENVELOPES.

ALL APPLICABLE FEES MUST BE PAID AT THE TIME OF FILING.

FEES ARE EFFECTIVE JANUARY 1, 2025

MAKE CHECKS PAYABLE TO: ALAMEDA COUNTY CLERK

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

From: (Public Agency) Alameda County Transportation Commission
1111 Broadway #800
Oakland, CA 94607

(Address)

County Clerk
County of: Alameda
1106 Madison Street
Oakland, CA 94607

**ENDORSED
FILED
ALAMEDA COUNTY**

OCT 06 2025

Project Title: San Pablo Avenue Safety Enhancements Project

Project Applicant: Alameda County Transportation Commission

MELISSA WILK, County Clerk
By [Signature] **Deputy**

Project Location—Specific:

Along San Pablo Avenue from 100-feet north of Channing Way in Berkeley to the Contra Costa County line in Albany

Project Location—City: Albany; Berkeley

Project Location—County: Alameda

Description of Nature, Purpose and Beneficiaries of Project:

The Alameda County Transportation Commission (Alameda CTC) proposes to implement roadway safety improvements along State Route 123 (San Pablo Avenue), from 100-foot north of Channing Way in the City of Berkeley to the Contra Costa County line in the City of Albany, known as the Safety Enhancements Project (Project). The Project would implement bicycle and pedestrian crossing improvements, traffic signal upgrades for pedestrians, parking and auto circulation changes, and bus stop improvements along the corridor to improve cyclist and pedestrian safety in Albany and Berkeley. Project improvements include Rectangular Rapid Flashing Beacons (RRFBs), Pedestrian Hybrid Beacons (PHBs), accessible push buttons, countdown signal heads, street lighting, ADA-compliant curb ramps and highly visible crossings, pedestrian refuge islands, bulbouts, cycle track connectors, and landscaping.

Name of Public Agency Approving Project: Alameda County Transportation Commission

Name of Person or Agency Carrying Out Project: Alameda County Transportation Commission

Exempt Status: (check one)

- Ministerial (Sec. 21080(b)(1); 15268)
- Declared Emergency (Sec. 21080(b)(3); 15269(a))
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c))
- Categorical Exemption. State type and section number: Pursuant to Section 15301; Section 15300.2
- Statutory Exemptions. State code number: _____

Reasons why project is exempt:

The Project consists of safety and accessibility enhancements along San Pablo Avenue. The Project would not involve the construction of new automobile lanes or major expansion of existing facilities, and all bicycle and pedestrian elements would be integrated into the existing network. The proposed activities fall within the scope of Class 1 exemptions, which allow for minor alterations to existing highways and streets, including pedestrian and bicycle facilities, signal modifications, and transit-related improvements, provided there is no significant expansion of use. As the Project is limited to safety, accessibility, and operational enhancements within an already developed transportation corridor, it qualifies for a Class 1 Categorical Exemption under CEQA Guidelines § 15301(c).

Lead Agency

Area Code/Telephone/

Contact Person: Jhay Delos Reyes

Extension: 510-208-7400

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: [Signature] Date: 10/1/2025 Title: Commission Engineer

Signed by:

- Lead Agency
- Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.

Date received for filing at OPR: _____

Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.



MEMORANDUM

Date: July 7, 2025

To: Matthew Bomberg, Project Manager, Alameda County Transportation Commission

CC: David Rodriguez, Environmental Planner, Environmental Planning Division, California Department of Transportation

From: Juliet Martin, Project Manager, Circlepoint
Geoff Reilly, Principal-in-Charge, Circlepoint

Subject: San Pablo Avenue Safety Enhancements Improvements Project (EA 04-2Y280)
Categorical Exemption Determination –Berkeley, and Albany

INTRODUCTION

The Alameda County Transportation Commission (Alameda CTC) proposes to implement roadway safety improvements along State Route 123 (San Pablo Avenue), from 100-feet north of Channing Way (Post Mile 2.700) in the City of Berkeley to the Contra Costa County line (Post Mile 5.177) in the City of Albany, known as the San Pablo Avenue Safety Enhancements Project (Project). The Project would implement bicycle and pedestrian crossing improvements, traffic signal upgrades for pedestrians, parking and auto circulation changes, and bus stop improvements along the corridor to improve cyclist and pedestrian safety in Albany and Berkeley. Project improvements include Rectangular Rapid Flashing Beacons (RRFBs), Pedestrian Hybrid Beacons (PHBs), accessible push buttons, countdown signal heads, street lighting, ADA-compliant curb ramps and high visibility crosswalk markings, pedestrian refuge islands, bulbouts, cycle track connectors, and landscaping. This memorandum evaluates the applicability of a Class 1 categorical exemption for the Project improvements in accordance with the California Environmental Quality Act (CEQA) pursuant to Cal. Code Regs tit. 14 Sections 15300.2 and 15301.

CATEGORICAL EXEMPTION OVERVIEW

Section 21084 of the California Public Resources Code specifically requires the CEQA Guidelines to include a list of classes (or categories) of projects that have been determined not to have a significant effect on the environment and are therefore exempt from the provisions of CEQA. The CEQA Guidelines Cal. Code Regs. tit. 14 Sections 15301 through 15333 constitute the list of categorically exempt projects and contain specific criteria that must be met in order for a project to be found categorically exempt. Additionally, Section 15300.2 of the CEQA Guidelines includes a list of exceptions to the use of categorical exemptions, none of which may apply to a project for it to qualify for a categorical exemption.

PROPOSED PROJECT

Project Location

San Pablo Avenue provides north-south connectivity through Albany and Berkeley and is a reliever route for freeway traffic. The San Pablo Avenue corridor supports local, rapid, and Transbay buses and includes many high-activity pedestrian areas. San Pablo Avenue consistently has two travel lanes in each direction, with signalized intersections spaced roughly 1,000 feet apart on average. Dedicated sidewalks



and landscaping areas parallel to San Pablo Avenue vary in width, but they are often 12 to 13 feet wide. The Project includes improvements at spot intersections along San Pablo Avenue in Berkeley and Albany. Intersections within the Project area are primarily collector roads that connect San Pablo Avenue to local roadways. Most residential streets adjacent to San Pablo Avenue consist of a single travel lane in each direction with street parking on either side of the street. Land uses adjacent to Project intersections are primarily zoned for Commercial use.¹² Commercial uses in the vicinity include restaurants, retail, and gas stations.

A site map of Project intersections and streets is shown in **Figure 1**.

¹ City of Berkeley. *Official Zoning Map*. 2022. Accessed May 7, 2025.
<https://berkeley.municipal.codes/BMC/OfficialZoningMap>

² City of Albany. *City of Albany Official Zoning Map*. 2013. Accessed May 7, 2025.
<https://www.albanyca.gov/files/assets/city/v/1/community-development/planning-and-zoning/documents/albany-zoning-map.pdf>



Figure 1 Project Site Map



Purpose

The purpose of the Project is to:

- Improve safety for bicyclists and pedestrians to access employment, education, and other areas of community life.
- Prioritize multimodal and network connectivity through transit-priority treatments and pedestrian-friendly design along San Pablo Avenue within the cities of Berkeley and Albany.
- Increase multimodal transportation solutions for the low-income and diverse communities along the Project corridor.
- Reduce vehicle miles traveled, through increased use of transit and active transportation modes.
- Increase the desirability of active transportation travel options.

Need

The Project needs are as follows:

- The entire Project length along San Pablo Avenue is part of the countywide pedestrian and bicycle High Injury Networks (HIN). The San Pablo Avenue corridor is the third worst HIN corridor in Alameda County for pedestrian and bicycle collisions and fatalities per the Alameda County Active Transportation Plan from 2019. San Pablo Avenue within the Project limits is considered unsafe for pedestrians and bicycles who frequent the corridor. According to data for 2015 to 2019, 95 collisions resulting in bicyclist or pedestrian injuries occurred along the Project corridor; 56 pedestrians and 45 bicyclists were injured in these collisions (several incidents involved multiple victims).
- The Project area is considered an Equity Priority Community and a Priority Development Area, with a high concentration of transit dependent and underserved populations. Compared to Alameda County overall, residents in these areas own fewer cars (13 percent zero car households vs 9 percent for Alameda County) and heavily rely on walking (7 percent vs 4 percent for Alameda County), bicycling (8 percent vs 2 percent), and transit (25 percent vs 16 percent) to commute to jobs. Segments of San Pablo Avenue serve as community “Main Streets,” necessitating a pedestrian-oriented roadway. San Pablo Avenue provides access to more than 20 schools, 10 community centers, six senior centers, four main libraries, several housing navigation centers, six food banks, and many other community gathering places and youth centers. Gaps between pedestrian and bicycle crossings, ADA deficiencies, and a wide roadway cross-section result in an uninviting pedestrian environment.
- Traffic congestion and inadequate loading zones for transit riders result in delays, long travel times, and unreliable transit service. Additionally, the lack of transit amenities along San Pablo Avenue such as transit waiting areas, bus shelters, and bus pads makes transit ridership less desirable.
- The lack of pedestrian and bicycle conveniences such bike boxes, bike conflict striping and proper lighting along the Project corridor promotes an undesirable perception of active transportation among users.

Site Conditions

Project intersections are predominantly impervious surfaces and have minimal landscaping. Marked crosswalks are present at some streets, and intersection control, including two-way stop control and



signalized intersection control, is present at most intersections. Each intersection is adjacent to residential or commercial uses.

Project Description

The Project would implement bicycle and pedestrian crossing improvements, traffic signal upgrades for pedestrians, parking and auto circulation changes, and bus stop improvements along San Pablo Avenue between Brighton Avenue in Albany and Channing Way in Berkeley, as described below. To improve bicycle and pedestrian crossings, the Project would install RRFBs or PHB at several existing unsignalized crossing locations. The Project would also upgrade the existing traffic signals to provide accessible push buttons and countdown signal heads. Street lighting would be improved at crossing locations to make pedestrians more visible. Certain existing crosswalks along the corridor are planned to be removed to redirect pedestrians to improved existing or new crosswalks that are high-visibility crossings with ADA-compliant curb ramps. The Project would install pedestrian refuge islands within the median at unsignalized crossings, where feasible, to provide space where pedestrians can wait to safely cross the second half of the street. To reduce the distance that pedestrians must cross and reduce motor vehicle turning speeds, where feasible, the Project would install bulbouts that extend the curb into cross-streets. Cycle track connectors on San Pablo Avenue would be provided in two locations, at Addison Street and between Clay Street and Brighton Avenue, to connect crossing bicycle facilities that are offset across San Pablo Avenue.

Parking and automobile circulation changes include turning movement restriction/reassignment and parking removal. The Project would install raised medians along San Pablo Avenue at several intersections that prohibit left turns across San Pablo Avenue onto cross-streets and/or through vehicular traffic across San Pablo Avenue to enhance the safety of bike and pedestrian crossings. The Project would also remove some of the existing parking stalls to accommodate new bus stop locations, increase pedestrian visibility at crosswalks, establish cycle track connectors, and bring existing bus stops up to AC Transit's latest design standards for safe and efficient bus circulation. Tree preservation would occur where possible, but in spot locations, tree removal may be required for the Project. Trees would be replaced to the extent possible to minimize changes to the visual environment along the corridor.

To improve bus stops along San Pablo Avenue, the Project would install bus bulbs at all Line 72 Rapid bus stops, enabling buses to pick up and drop off passengers while remaining in the travel lane and providing additional space for passenger waiting. The Project would also relocate many of the existing bus stops from the "near-side" to "far-side" of the intersection to prevent buses from blocking driver's view of pedestrians in the crosswalk and to reduce buses being delayed by red lights after passengers have boarded. To accommodate these new bus stop locations, the Project would reconstruct several driveways and portions of sidewalk to be ADA-compliant. The Project will also install new bus shelters at the rapid bus stops in coordination with AC Transit and relocate existing street furniture, such as benches and trash cans, to widen the walkable area adjacent to the stop. Street furniture such as bike racks and bike storage lockers will be installed in various locations along the corridor. Finally, the Project would remove existing bus stops in limited locations that do not meet AC Transit bus stop spacing standards to reduce bus delays.

Construction and Schedule

In order to meet the Project's Active Transportation Program grant guidelines, the Project's grant funds must be allocated for construction by the end of the 2025/2026 fiscal year, which ends in June 2026. Once funds are allocated, contract listing, award, and approval is anticipated to take approximately 4



months. Construction is anticipated to begin in Winter 2027 and continue for approximately 18 months, ending in Fall 2028. Construction work would be carried out in accordance with local standards.

Construction would include activities such as:

- Grading
- Removal of existing asphalt pavement, concrete, landscaping, street signage, traffic signals, and lighting
- Trenching for the installation or relocation of utilities
- The replacement and/or installation of new asphalt paving, new concrete and formwork, landscaping, irrigation systems, traffic signals, and signage
- Roadway striping

Construction is not expected to include the following activities:

- Pile Driving – No pile driving is expected for the Project. New traffic signal foundations would be constructed using cast in drilled hole method.
- Dewatering – No dewatering mitigation is anticipated.

Right-of-Way Requirements

The Project would be constructed within public ROW in the cities of Albany and Berkeley with minor spot improvements to existing sidewalk within private property frontages. No ROW acquisition or temporary construction easements are required. Where applicable, construction staging areas are anticipated to be accommodated within public ROW or through PTE&C agreements on private parcels.

Traffic Management

A Transportation Management Plan (TMP) would be developed during the Plans, Specifications, and Estimates (PS&E) phase in accordance with the Project specifications, local cities' encroachment permit requirements, and the California Manual on Uniform Traffic Control Devices, Part 6, "Temporary Traffic Control". The TMP will address potential impacts to circulation of all modes of travel (i.e., transit, bicycles, pedestrians, and vehicles), and will include temporary detour impacts and measures to minimize, avoid, and/or mitigate impacts to alternate routes. The TMP will include scope and scheduling of the TMP activities as required by the Project specifications and will be implemented by the contractor during construction.

CALIFORNIA PUBLIC RESOURCES CODE SECTION 15301- EXEMPTIONS

The Project qualifies for a Class 1 Exemption: Pursuant to Section 15301 (CEQA Guidelines), the Project is categorically exempt from CEQA, as it meets the criteria for a Class 1 Existing Facility project.

Section 15301. Existing Facilities

Class 1 Exemptions consist of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The types of "existing facilities" itemized below are not intended to be all-inclusive of the types of projects which might fall within Class 1. The key consideration is whether a project involves negligible or no expansion of use.



Examples include but are not limited to:

- a. Interior or exterior alterations involving such things as interior partitions, plumbing, and electrical conveyances;
- b. Existing facilities of both investor and publicly-owned utilities used to provide electric power, natural gas, sewerage, or other public utility services;
- c. Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety, and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes).
- d. Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood;
- e. Additions to existing structures provided that the addition will not result in an increase of more than:
 - 1) 50 percent of the floor area of the structures before the addition, or 2,500 square feet, whichever is less; or
 - 2) 10,000 square feet if:
 - i. The project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and
 - ii. The area in which the project is located is not environmentally sensitive.
- f. Addition of safety or health protection devices for use during construction of or in conjunction with existing structures, facilities, or mechanical equipment, or topographical features including navigational devices;
- g. New copy on existing on and off-premise signs;
- h. Maintenance of existing landscaping, native growth, and water supply reservoirs (excluding the use of pesticides, as defined in Section 12753, Division 7, Chapter 2, Food and Agricultural Code);
- i. Maintenance of fish screens, fish ladders, wildlife habitat areas, artificial wildlife waterway devices, streamflows, springs and waterholes, and stream channels (clearing of debris) to protect fish and wildlife resources;
- j. Fish stocking by the California Department of Fish and Game;
- k. Division of existing multiple family or single-family residences into common-interest ownership and subdivision of existing commercial or industrial buildings, where no physical changes occur which are not otherwise exempt;
- l. Demolition and removal of individual small structures listed in this subdivision;

- 1) One single-family residence. In urbanized areas, up to three single-family residences may be demolished under this exemption.
 - 2) A duplex or similar multifamily residential structure. In urbanized areas, this exemption applies to duplexes and similar structures where not more than six dwelling units will be demolished.
 - 3) A store, motel, office, restaurant, and similar small commercial structure if designed for an occupant load of 30 persons or less. In urbanized areas, the exemption also applies to the demolition of up to three such commercial buildings on sites zoned for such use.
 - 4) Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences.
- m. Minor repairs and alterations to existing dams and appurtenant structures under the supervision of the Department of Water Resources.
- n. Conversion of a single family residence to office use.
- o. Installation, in an existing facility occupied by a medical waste generator, of a steam sterilization unit for the treatment of medical waste generated by that facility provided that the unit is installed and operated in accordance with the Medical Waste Management Act (Section 117600, et seq., of the Health and Safety Code) and accepts no offsite waste.
- p. Use of a single-family residence as a small family day care home, as defined in Section 1596.78 of the Health and Safety Code.

CALIFORNIA PUBLIC RESOURCES CODE SECTION 15300.2 - EXCEPTIONS

CEQA Guidelines Section 15300.2 denotes the exceptions to CEQA categorical exemptions. If a project meets the criteria of any of the six exceptions listed below, the project may not be considered for a categorical exemption.

Section 15300.2. Exceptions to Exemptions

- a) **Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located--a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- b) **Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
- c) **Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- d) **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.



- e) **Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- f) **Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

CONSISTENCY ANALYSIS

The Project qualifies for a Class 1 (Existing Facilities) exemption pursuant to CEQA Guidelines Section 15301(c), as described below.

- **CEQA Guidelines § 15301(c)** – The Project consists of safety and accessibility enhancements along San Pablo Avenue. The Project would not involve the construction of new automobile lanes or major expansion of existing facilities, and all bicycle and pedestrian elements would be integrated into the existing network. The proposed activities fall within the scope of Class 1 exemptions, which allow for minor alterations to existing highways and streets, including pedestrian and bicycle facilities, signal modifications, and transit-related improvements, provided there is no significant expansion of use. As the Project is limited to safety, accessibility, and operational enhancements within an already developed transportation corridor, it qualifies for a Class 1 Categorical Exemption under CEQA Guidelines § 15301(c).

The Project further qualifies for a categorical exemption described in CEQA Guidelines § 15300.2 by not meeting any of the exception criteria described below.

- **CEQA Guidelines § 15300.2(a)** – This exception does not apply, as the Project is not seeking a Class 3, 4, 5, 6, or 11 exemption.
- **CEQA Guidelines § 15300.2(b)** – The Project site is located within a developed urban roadway corridor that has been previously disturbed by transportation infrastructure and ongoing public use. While other past, present, or reasonably foreseeable infrastructure projects may occur in the broader area, this Project is limited in scope to localized improvements addressing existing pedestrian and bicycle safety needs at specific crossings as well as bus stop improvements. All work would occur within the existing public ROW and would not induce growth or development that could result in future or successive projects at these locations. Importantly, once constructed, the proposed improvements would fulfill the safety objectives at the identified locations, and no further or successive projects of the same nature are anticipated within the same footprint. The Project does not propose or trigger any new development or offsite improvements, nor would it result in impacts that, when considered with those of any other projects, would result in a cumulatively considerable impact. Therefore, because the Project would not result in significant environmental impacts and no successive projects are expected at the same locations, the cumulative impacts exception under CEQA Guidelines § 15300.2(b) does not apply, and the use of a Class 1 Categorical Exemption remains appropriate.
- **CEQA Guidelines § 15300.2(c)** – Project construction would occur within existing roadway intersections that have been previously disturbed by construction of the existing roadways as well as adjacent development. Construction activities would include temporary detours, excavation up to 36 inches in depth, soil grading, removal and replacement of existing asphalt, concrete, landscaping, street signage, traffic signals, and lighting, and roadway striping. Project improvements would occur in previously-disturbed areas and replace existing facilities, and these activities would not negatively impact the environment. After buildout, the Project would

operate similarly to existing conditions. Per the Initial Site Assessment (ISA), deep ground excavation may require additional testing to confirm the absence of harmful substances. However, excavation is not anticipated to result in significant adverse effects. The Historic Properties Survey Report (HPSR) with attached documentation (Archaeological Survey Report (ASR), Historical Resources Evaluation Report (HRER), and Extended Phase I (XPI) Archaeological Report) determined that a Finding of No Adverse Effect with Standard Conditions is appropriate for the Project, indicating that no significant effect would occur as a result of the Project (HPSR 2025). No special-status species, critical habitat, or jurisdictional waters would be impacted by the Project. Where the Project site encompasses potential habitat for species, including Monarch Butterfly, Western Bumble Bee, migratory birds, and non-listed bat species, avoidance and minimization efforts would be applied to ensure impacts are avoided (NES-MI 2025). The Project would not result in long-term community impacts beyond temporary construction-related disruptions, which would be minimized through standard avoidance and minimization measures (CIA 2024). Given the above, the Project would not result in a significant effect on the environment. Therefore, the exception related to significant effects due to unusual circumstances under CEQA Guidelines § 15300.2(c) does not apply, and the use of a Class 1 Categorical Exemption remains appropriate.

- **CEQA Guidelines § 15300.2(d)** – There are no state-designated or eligible scenic highways within 0.5 miles of any of the Project site.³ The surrounding corridor is highly developed and urban in character, and the Project is not adjacent to any notable scenic resources such as significant trees, rock outcroppings, or other visually prominent natural features. Project improvements would consist of pedestrian, bicycle, transit, and circulation safety enhancements within an existing urban roadway and would not substantially degrade the visual character or quality of the site or its surroundings (VIA Memo 2024). The Project would not introduce substantial new visual elements or alter existing aesthetic conditions in a way that would adversely affect scenic resources. Accordingly, the exception related to scenic highways under CEQA Guidelines § 15300.2(d) does not apply, and the use of a Class 1 Categorical Exemption remains appropriate.
- **CEQA Guidelines § 15300.2(e)** – A Draft ISA was prepared for the Project to evaluate the potential for hazardous materials concerns. The ISA identified eight locations within one mile of the Project site that could present a potential environmental risk due to groundwater contamination. The Project would include some deep excavation sites related to utility pole relocation, and groundwater at the deep excavation locations near petroleum-related recognized environmental condition sites should be tested for petroleum products and their breakdown compounds. Soils within the Project area where soil disturbance is planned should be tested to confirm the presence of aerially deposited lead. Prior to construction, a health and safety plan would be prepared for construction activities to ensure worker safety and compliance with existing State and federal laws regarding exposure to hazardous materials. The Project would not result in significant impacts related to hazardous materials, and no exception

³Caltrans. 2025. *California Scenic Highway System Map*. Accessed: May 7, 2025. Available: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>



under CEQA Guidelines § 15300.2(e) would apply. Therefore, the use of a Class 1 Categorical Exemption remains appropriate.

- **CEQA Guidelines § 15300.2(f)** – A HRER, ASR, and an XPI were prepared for the Project site. The cultural resources investigation also included a records search of the following resources and databases: National Register of Historic Place (NRHP), the California Register of Historical Resources (CRHR), the Office of Historic Preservation Historic Properties Directory, the California Built Environment Resources Directory, and the Archaeological Determinations of Eligibility List. This review identified 22 previously recorded cultural resources along San Pablo Avenue between Brighton Way in Albany and Channing Way in Berkeley. Of these, 18 were determined not eligible for the NRHP, and four resources—the Albany Bowl, the Cortese Pharmacy, the Weisbrod Building, and the Kroll Building—were found to be eligible for listing in the NRHP. The Project would not impair or materially alter these eligible resources. Proposed improvements are limited to minor grading and excavation within existing disturbed ROW and involve safety enhancements that are consistent with the existing urban setting. No work would occur on or directly adjacent to the eligible historical resources, and no character-defining features would be affected. As such, the Project would not cause a substantial adverse change in the significance of a historical resource. Therefore, the exception under CEQA Guidelines § 15300.2(f) does not apply, and the use of a Class 1 Categorical Exemption remains appropriate.

SUMMARY OF FINDINGS

As documented above, the proposed improvements fall within the description of a Class 1, Existing Facilities categorical exemption as described under California Code of Regulations tit. 14 § 15301(c). Project improvements would occur within existing ROW and would not incur any cumulative impacts. Additionally, Project construction would be done in previously-disturbed sites, would operate similarly to existing conditions, and the Project would not result in significant impacts on the environment. There are no state-designated or eligible scenic highways within 0.5 mile of the Project site. Additionally, Project construction would not occur within any hazardous waste sites and would not cause a substantial adverse change in the significance of any historical resources.

None of the exceptions noted in CEQA Guidelines 15300.2 would be triggered by the Project. Given this, additional analysis is not warranted.

CONCLUSION

The Project has been reviewed in compliance with California Legislature. Pursuant to CEQA Guidelines § 15300.2 and 15301, and the Project is categorically exempt from CEQA.



REFERENCES

Archaeological/Historical Consultants. *San Pablo Safety Enhancements Project (2Y280) Historic Property Survey Report (HPSR)*. May 2025.

Archaeological/Historical Consultants. *San Pablo Safety Enhancements Project (2Y280). Historical Resources Evaluation Report (HRER)*. May 2025.

Archaeological/Historical Consultants. *San Pablo Safety Enhancements Project (2Y280) Extended Phase I Archaeological Survey Report (XPI)*. May 2025.

Caltrans. *San Pablo Avenue – Safety Enhancements Project (EA 2Y260) and SHOPP Project (EA 2Y280) Community Impacts Assessment (CIA)*. September 2024.

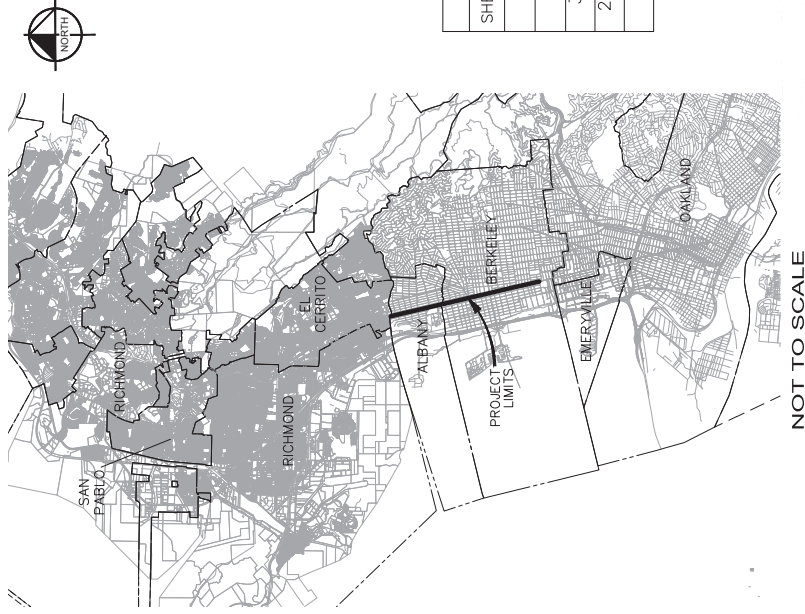
Kimley-Horn. *San Pablo Avenue Corridor Project: Safety Enhancements and SHOPP Visual Impact Assessment (VIA) Memorandum Agreement*. May 2024.

Montrose Environmental Solutions. *San Pablo Avenue - Safety Enhancements Project (EA 2Y280) and SHOPP Project (EA 2Y260) Natural Environment Study (Minimal Impacts)*. May 2025.

Montrose Environmental Solutions. *San Pablo Safety Enhancements Project (2Y280) Archaeological Survey Report (ASR)*. November 2024.

Parikh Consultants, Inc. *San Pablo Safety Enhancements Project (2Y280) Phase I Initial Site Assessment (ISA)*. May 2025.


SAN PABLO AVENUE SAFETY ENHANCEMENTS PROJECT



NOT TO SCALE

SHEET INDEX		
SHEET No.	SHEET DESIGNATION	SHEET TITLE
1	CV-01	COVER
2	KM-1	KEY MAP
3-18	PV-01 TO PV-16	CIVIL PLANS
20-32	EL-01 TO EL-14	ELECTRICAL PLANS
33	CS-01	CROSS SECTIONS

35% CONCEPT PLANS
FOR REVIEW ONLY
JUNE 2022

NO	REVISION / SUBMISSION	DATE	DESIGNED BY	DATE	SCALE	NOT FOR CONSTRUCTION	ALAMEDA COUNTY TRANSPORTATION COMMISSION	PROJECT TITLE	DRAWING NO.
			DRAWN BY		HORIZONTAL	NOT FOR CONSTRUCTION	 Alameda County Transportation Commission SAN PABLO AVENUE CORRIDOR PROJECT <small>1111 BROADWAY #800, OAKLAND, CA 94607</small>	SAFETY ENHANCEMENTS PROJECT COVER	CV-01 SHEET NO. 1 OF 33
			CHECKED BY		NONE				
			IN CHARGE		NONE				



Kimley-Horn
1000 W. FRENCH STREET 225
 OAKLAND, CA 94612
 (916) 835-0712

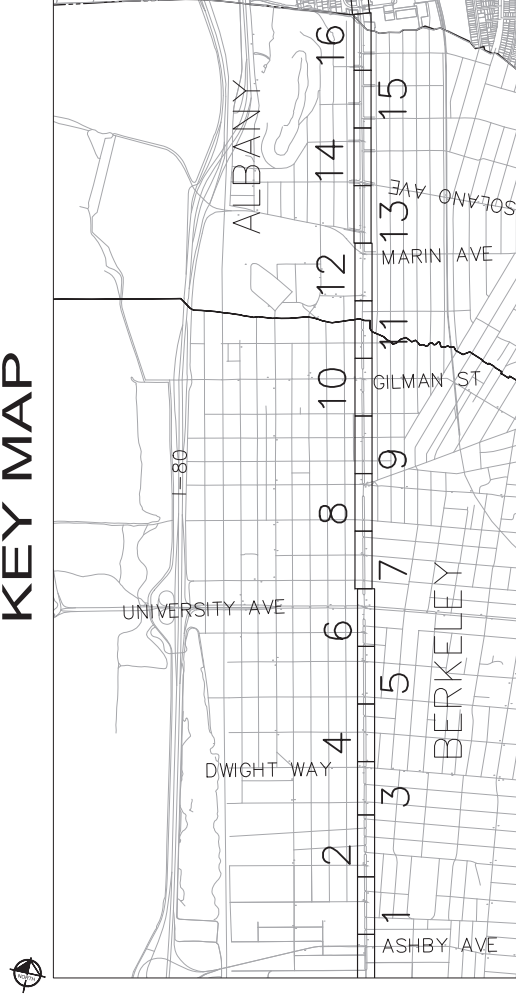
PROPOSED SAFETY ENHANCEMENTS PROJECT SUMMARY AND ASSUMPTIONS

The improvements proposed herein are based on scaled aerials and were informed by field observations, as well as Phase 1, baseline analyses, community input, and on-going planning efforts by each stakeholder jurisdiction and agency. Improvements are focused on pedestrian access and safety upgrades that would require minimal environmental and Caltrans review processes, a relatively short construction duration, and do not include any right-of-way or easement acquisition.

The primary assumptions and considerations for the key types of improvements are as follows:

- **Bulbouts.** The curb geometry is defined by truck templates based on location and designated bus routes, truck routes, and delivery truck routes. The SU-30 design vehicle is modeled with turn speeds of 3-5 mph and the vehicle may encroach into 4 feet of an additional outside receiving lane. The CA 65' Legal is used on any truck routes along the project. The Fire Pumper Truck is used as well using turn speeds of 1-5 mph. To avoid conflicts with potential transit and bike improvements along San Pablo Avenue, bulbout improvements are primarily confined to side street curb extensions. Storm drain placement at bulbouts are determined from aerial and field investigations of existing street longitudinal slopes and cross slopes with engineering judgement. Further investigations of curb extension extents will take place during the 65% design stage after topographic survey information is collected.
- **Continental striping for crosswalks.** All existing crosswalks with standard striping (i.e., transverse lines only) are proposed to be restriped with continental striping to enhance crosswalk visibility. No existing crosswalks with ladder striping are proposed for replacement. All proposed continental striping improvements also include installation of advanced stop bars at signalized intersections and yield pavement markings at uncontrolled crossings per the following:
 - **Berkeley & Albany**
 - Continental crosswalk stripe at 2' width, 6' spacing on center, and 10' length.
 - At approaches at signalized intersections, limit lines are offset 5'.
- **Ramp upgrades.** Ramps identified during field investigations not to conform to current Americans with Disabilities Act (ADA) standards are proposed to be improved, with the provision of dual/ directional ramps where feasible based on corner radius and other site constraints. Curb ramp reconstructions not shown are presumed to be existing ADA-compliant curb ramps based on field measurements and existing background information. All existing ramp locations to be reviewed with survey information during the 65% design.
- **Sharrows.** All existing sharrows on San Pablo Avenue are proposed to be replaced with green-backed sharrows.
- **Leading pedestrian interval.** Leading pedestrian intervals are proposed at all intersections within the high injury pedestrian network.
- **Adaptive pedestrian signal.** Adaptive pedestrian signals are primarily proposed near senior centers and schools. Further investigation of the capabilities/functionality of existing signal controllers will be completed prior to the next design phase to determine if controller upgrades are necessary.
- **Rectangular Rapid Flashing Beacon (RRFB)/Pedestrian Hybrid Beacon (PHB) installation.** Proposed locations for an RRFB/PHB are based on spacing to nearby signalized and enhanced crossings. Proposed PHB installation locations based on warrant analysis.
- **AC Transit bus stops.** AC Transit has completed an inventory of the bus stop locations, amenities, and conditions along the project corridor and provided recommended improvements. The AC Transit recommendations are reflected in the improvements proposed in these plans.
- **Stop amenities.** A number of existing or relocated bus stops are proposed for additional amenities, which may include one or more trash cans, benches, bike parking, pedestrian scale lighting, and shelters. Further coordination will be needed with local jurisdictions and AC Transit on the specific amenities to be provided at each stop designated for amenity improvements.
- **Driveways.** Existing driveways will be reconstructed to ADA standards only where the driveways are immediately adjacent to curb ramp reconstruction.
- **Electrical Improvements.** All pedestrian heads not currently countdown to be updated to ADA standards and installed at the following locations:
 - Push buttons with no audible units.
 - Finger push buttons with audible units.

KEY MAP



**35% CONCEPT PLANS
FOR REVIEW ONLY
JUNE 2022**

NO.	REVISION / SUBMISSION	DATE	DESIGNED BY	DATE	SCALE	NOT FOR CONSTRUCTION	 Alameda County Transportation Commission SAN PABLO AVENUE CORRIDOR PROJECT 1111 BROADWAY #800, OAKLAND, CA 94612	SAFETY ENHANCEMENTS PROJECT KEY MAP	DRAWING NO. KM-01
			DRAWN BY		HORIZONTAL NONE VERTICAL NONE				SHEET NO. 2 OF 33

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DRIVEWAY

PAINT RED CURB
 INSTALL AMENITIES
 INSTALL BUS PAD

CASE G

EXISTING BUS STOP TO BE RELOCATED

RELOCATED BUS STOP

EXISTING BUS STOP TO REMAIN

EXISTING BUS STOP TO BE ELIMINATED

RECONSTRUCT RETURN AND RAMP(S) WITH A BULB-CUT

CONSTRUCT CURB RAMP

CUT BACK MEDIAN NOSE

CONSTRUCT PEDESTRIAN REFUGE MEDIAN NOSE

IMPROVE EXISTING BUS STOP (IMPROVEMENTS NOTED ON PLAN)

INSTALL PEDESTRIAN BARRICADE

INSTALL PEDESTRIAN SIGN

REMOVE CROSSWALK

RECONSTRUCT RETURN AND RAMP(S)

RECONSTRUCT PORK CHOP/ MEDIAN ISLANDS TO MEET ADA

RECONSTRUCT SIDEWALK

RECONSTRUCT CONTINENTAL CROSSWALK STRIPE ADVANCED STOP BAR AND YIELD PAVEMENT MARKINGS WHERE UNCONTROLLED.

REPLACE ALL EXISTING SHARROWS WITH SHARROWS ON GREEN BACKGROUND.

REFER TO ELECTRICAL PLANS FOR ALL SIGNAL AND ELECTRICAL RELATED IMPROVEMENTS.

IMPROVEMENT LEGEND

- 1 NUMBER OF VANES/MARKINGS TO BE ADJUSTED/RELOCATED
- 2 NUMBER OF UTILITY BOXES/VAULTS TO BE ADJUSTED/RELOCATED
- 3 NUMBER OF STORM DRAIN INLETS TO BE RECONSTRUCTED/PROPOSED

① WHERE INSTALLING CONTINENTAL CROSSWALK STRIPE ADVANCED STOP BAR AND YIELD PAVEMENT MARKINGS WHERE UNCONTROLLED.

② REPLACE ALL EXISTING SHARROWS WITH SHARROWS ON GREEN BACKGROUND.

③ REFER TO ELECTRICAL PLANS FOR ALL SIGNAL AND ELECTRICAL RELATED IMPROVEMENTS.

LEGEND

- SIDEWALK /RAMP(S)/BULBOUTS/MEDIAN IMPROVEMENTS
- BUS IMPROVEMENTS
- CITY BOUNDARY
- SIGNALIZED INTERSECTION
- CROSS WALK STRIPING
- STOP BAR
- GREEN BACKED SHARROW

35% CONCEPT PLANS FOR REVIEW ONLY JUNE 2022

GRAPHIC SCALE: 1 inch = 40 feet

TO BE IMPROVED AS PART OF NEAR-TERM BUSBIKE PROJECT

SAFETY ENHANCEMENTS PROJECT
 CIVIL PLANS

Alameda County Transportation Commission
 1111 BROADWAY #800, OAKLAND, CA 94612
 (510) 625-0712

Kimley Horn
 1111 BROADWAY #800, OAKLAND, CA 94612
 (510) 625-0712

SCALE: HORIZONTAL: NONE, VERTICAL: NONE

DATE: _____

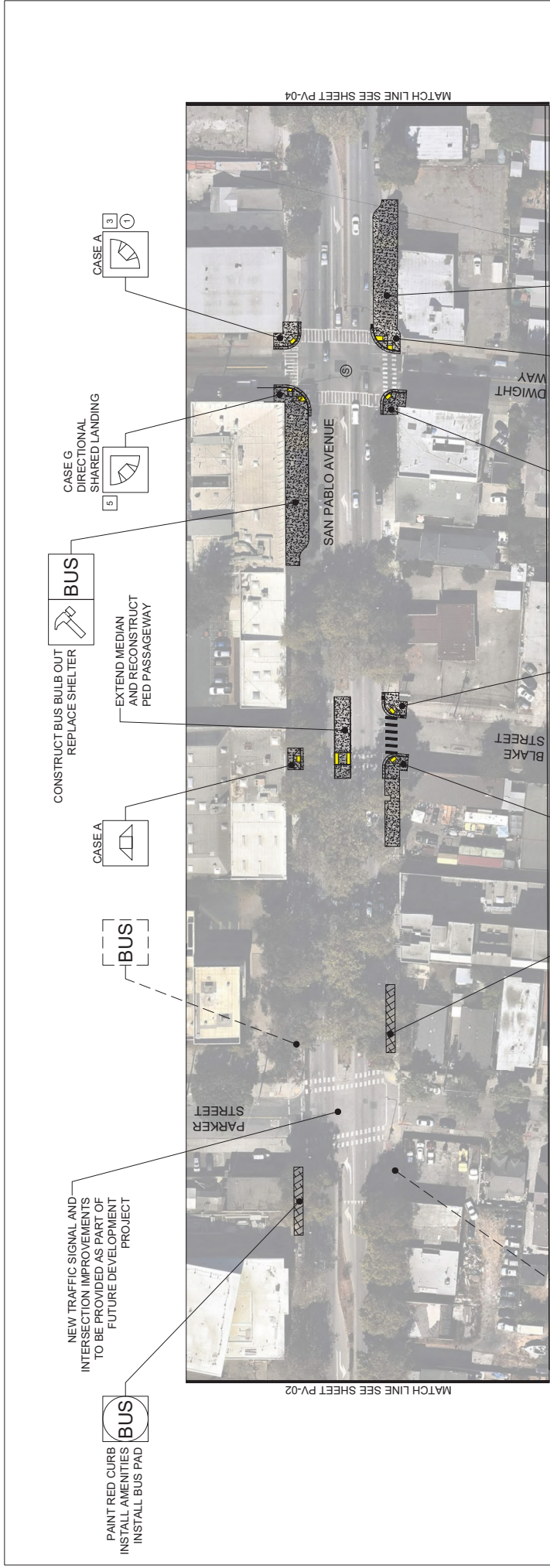
DESIGNED BY _____

DRAWN BY _____

CHECKED BY _____

IN CHARGE _____

NOT FOR CONSTRUCTION



IMPROVEMENT LEGEND

#	NUMBER OF VALVES/MANHOLES TO BE ADJUSTED/RELOCATED	RECONSTRUCT RETURN AND RAMP(S)	INSTALL PEDESTRIAN BARRICADE	CUT BACK MEDIAN NOSE	RECONSTRUCT RETURN AND RAMP(S) WITH A BULB-OUT	EXISTING BUS STOP TO BE RELOCATED
#	NUMBER OF UTILITY BOXES/VAULTS TO BE ADJUSTED/RELOCATED	RECONSTRUCT SIDEWALK	INSTALL PEDESTRIAN SIGN	CONSTRUCT PEDESTRIAN REFUGE MEDIAN NOSE	CONSTRUCT CURB RAMP	RELOCATED BUS STOP
#	NUMBER OF STORM DRAIN INLETS TO BE RECONSTRUCTED/PROPOSED	RECONSTRUCT SIDEWALK STRIPE	REMOVE CROSSWALK	IMPROVE EXISTING BUS STOP (IMPROVEMENTS NOTED ON PLAN)	CONSTRUCT BULB-OUT	EXISTING BUS STOP TO BE ELIMINATED

WHERE INSTALLING CONTINENTAL CROSSWALK STRIPE ADVANCED STOP BAR AND YIELD PAVEMENT MARKINGS WHERE UNCONTROLLED.
 REPLACE ALL EXISTING SHARROWS WITH SHARROWS ON GREEN BACKGROUND.
 REFER TO ELECTRICAL PLANS FOR ALL SIGNAL AND ELECTRICAL RELATED IMPROVEMENTS.

35% CONCEPT PLANS FOR REVIEW ONLY JUNE 2022

LEGEND

- SIDEWALK/RAMP(S)/BULBOUTS/MEDIAN IMPROVEMENTS
- BUS IMPROVEMENTS
- CITY BOUNDARY
- SIGNALIZED INTERSECTION
- CROSS WALK STRIPING
- STOP BAR
- GREEN BACKED SHARROW

GRAPHIC SCALE
1 inch = 40 feet

NO _____ **DATE** _____ **DESIGNED BY** _____

REVISION / SUBMISSION _____ **DRAWN BY** _____

NO _____ **DATE** _____ **CHECKED BY** _____

NO _____ **DATE** _____ **IN CHARGE** _____

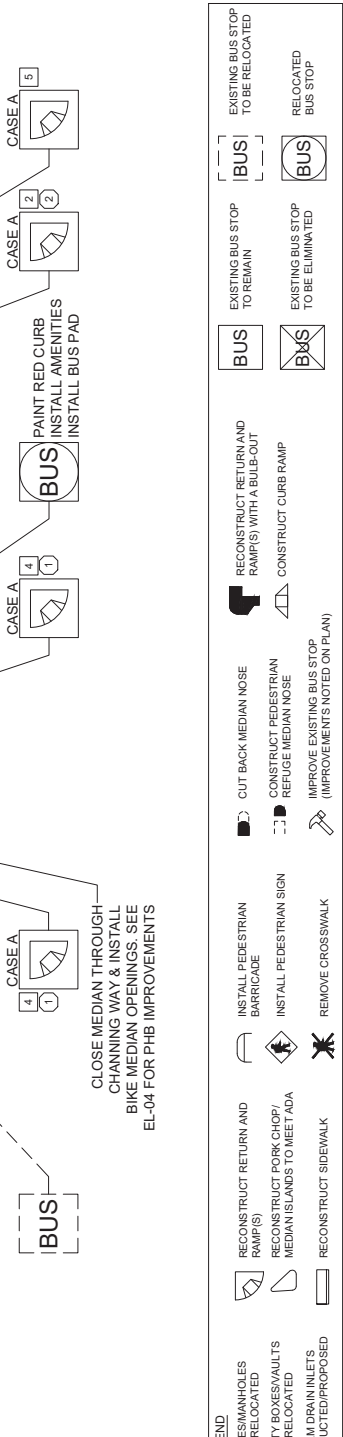
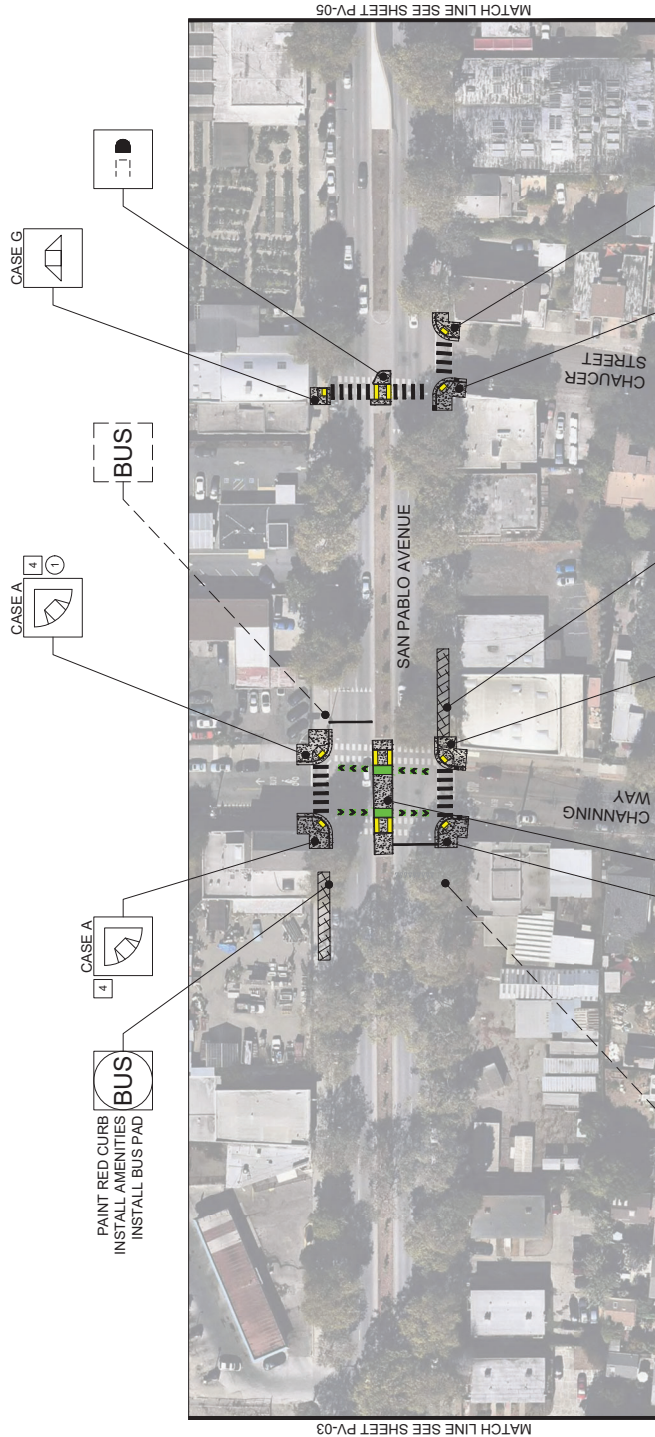
NOT FOR CONSTRUCTION

Alameda County Transportation Commission
 SAN PABLO AVENUE CORRIDOR PROJECT
 1111 BROADWAY #800, OAKLAND, CA 94612
 (510) 620-5072

Kimley Horn
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SAFETY ENHANCEMENTS PROJECT
CIVIL PLANS

PROJECT NO: PV-03
 SHEET NO: 5 OF 33



35% CONCEPT PLANS FOR REVIEW ONLY JUNE 2022

GRAPHIC SCALE: 1 inch = 40 feet

ALAMEDA COUNTY TRANSPORTATION COMMISSION - SAN PABLO AVENUE CORRIDOR PROJECT

SAFETY ENHANCEMENTS PROJECT CIVIL PLANS

Alameda County Transportation Commission
SAN PABLO AVENUE CORRIDOR PROJECT
1111 BROADWAY #800, OAKLAND, CA 94607

SCALE: HORIZONTAL: NONE, VERTICAL: NONE

DATE: DESIGNED BY: DRAWN BY: CHECKED BY: IN CHARGE:

NO. REVISION / SUBMISSION

NOT FOR CONSTRUCTION

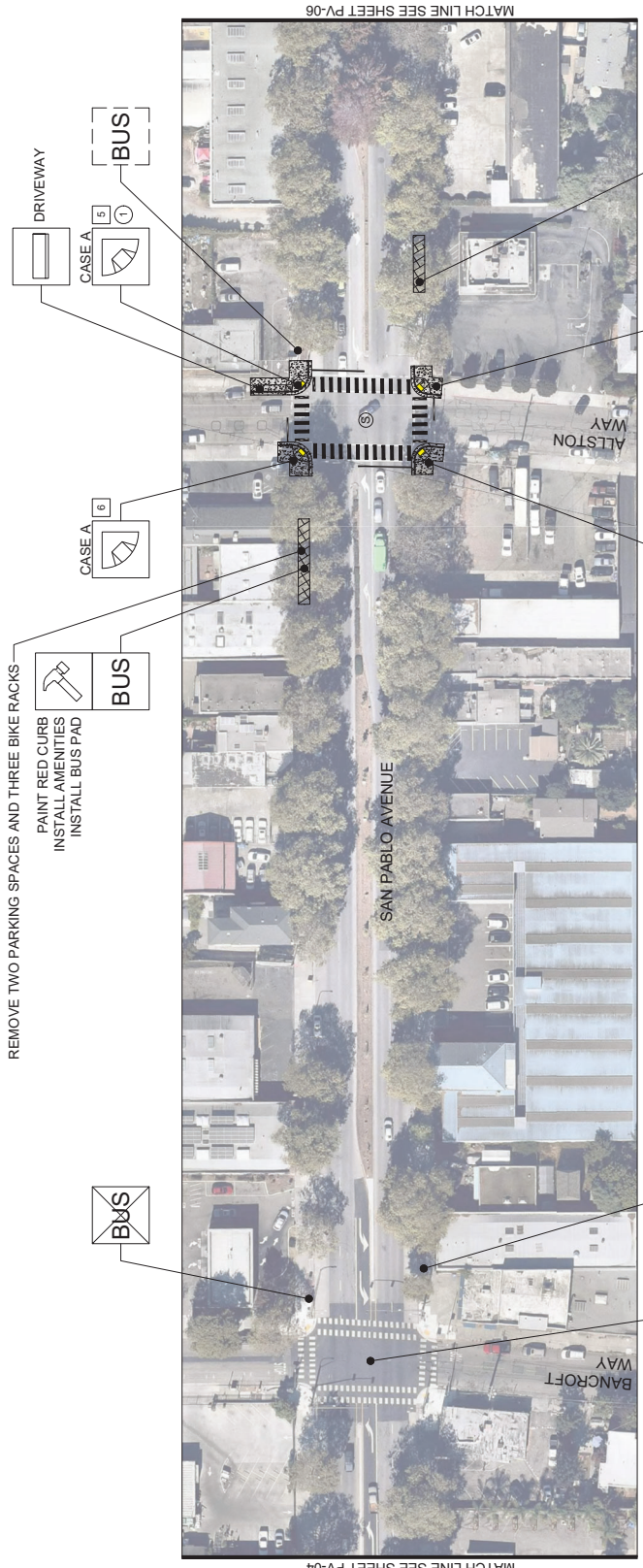
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NUMBER OF UTILITY BOXES/VAULTS TO BE ADJUSTED/RELOCATED: #

NUMBER OF STORM DRAIN INLETS TO BE RECONSTRUCTED/PROPOSED: #

WHERE INSTALLING CONTINENTAL CROSSWALK STRIPE ADVANCED STOP BAR AND YIELD PAVEMENT MARKINGS WHERE UNCONTROLLED.

REPLACE ALL EXISTING SHARROWS WITH SHARROWS ON GREEN BACKGROUND. REFER TO ELECTRICAL PLANS FOR ALL SIGNAL AND ELECTRICAL RELATED IMPROVEMENTS.



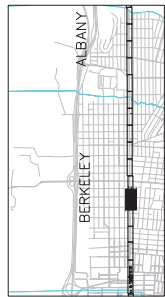
IMPROVEMENT LEGEND

#	NUMBER OF VALVES/MANHOLES TO BE ADJUSTED/RELOCATED	RECONSTRUCT RETURN AND RAMP(S)	INSTALL PEDESTRIAN BARRICADE	CUT BACK MEDIAN NOSE	RECONSTRUCT RETURN AND RAMP(S) WITH A BULB-CUT	EXISTING BUS STOP TO REMAIN	EXISTING BUS STOP TO BE RELOCATED
#	NUMBER OF UTILITY BOXES/VAULTS TO BE ADJUSTED/RELOCATED	RECONSTRUCT PORK CHOP/ MEDIAN ISLANDS TO MEET ADA	INSTALL PEDESTRIAN SIGN	CONSTRUCT PEDESTRIAN REFUGE MEDIAN NOSE	CONSTRUCT CURB RAMP	EXISTING BUS STOP TO BE ELIMINATED	RELOCATED BUS STOP
#	NUMBER OF STORM DRAIN INLETS TO BE RECONSTRUCTED/PROPOSED	RECONSTRUCT SIDEWALK	REMOVE CROSSWALK	IMPROVE EXISTING BUS STOP (IMPROVEMENTS NOTED ON PLAN)			

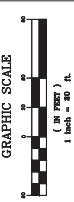
(1) WHERE INSTALLING CONTINENTAL CROSSWALK STRIPE ADVANCED STOP BAR AND YIELD PAVEMENT MARKINGS WHERE UNCONTROLLED.
 (2) REPLACE ALL EXISTING SHARROWS WITH SHARROWS ON GREEN BACKGROUND.
 (3) REFER TO ELECTRICAL PLANS FOR ALL SIGNAL AND ELECTRICAL RELATED IMPROVEMENTS.

LEGEND

- SIDEWALK/RAMPS/BULBOUTS/MEDIAN IMPROVEMENTS
- BUS IMPROVEMENTS
- CITY BOUNDARY
- SIGNALIZED INTERSECTION
- CROSS WALK STRIPING
- STOP BAR
- GREEN BACKED SHARROW



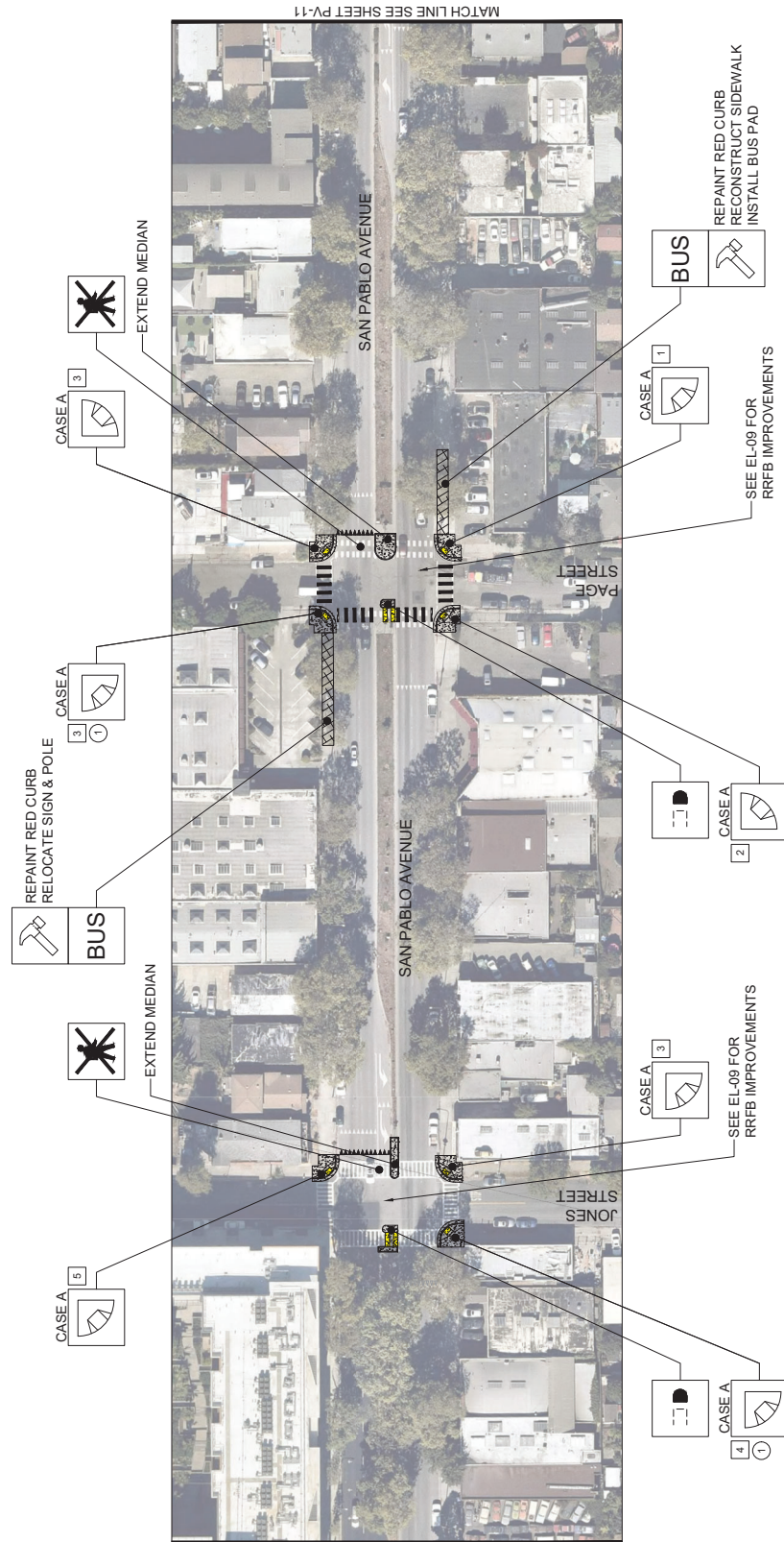
35% CONCEPT PLANS FOR REVIEW ONLY JUNE 2022



NO.	REVISION / SUBMISSION	DATE	DESIGNED BY	DATE	SCALE	SCALE	ALAMEDA COUNTY TRANSPORTATION COMMISSION	SAFETY ENHANCEMENTS PROJECT	PROJECT NO.	7 OF 33
			DRAWN BY		HORIZONTAL	NONE	ALAMEDA County Transportation Commission	CIVIL PLANS	PV-05	
			CHECKED BY		VERTICAL	NONE	SAN PABLO AVENUE CORRIDOR PROJECT			
			IN CHARGE				1111 BROADWAY #800, OAKLAND, CA 94612			

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 1000 W. PULPITE STE 235
 OAKLAND, CA 94612
 (916) 835-0712

NOT FOR CONSTRUCTION



IMPROVEMENT LEGEND

#	NUMBER OF VALVES/MARKINGS TO BE ADJUSTED/RELOCATED	[BUS]	EXISTING BUS STOP TO REMAIN	[BUS]	EXISTING BUS STOP TO BE RELOCATED
#	NUMBER OF UTILITY BOXES/VAULTS TO BE ADJUSTED/RELOCATED	[BUS]	EXISTING BUS STOP TO BE ELIMINATED	[BUS]	RELOCATED BUS STOP
#	NUMBER OF STORM DRAIN INLETS TO BE RECONSTRUCTED/PROPOSED	[BUS]	RECONSTRUCT RETURN AND RAMP(S) WITH A BULB-CUT	[BUS]	CONSTRUCT CURB RAMP
Ⓢ	WHERE INSTALLING CONTINENTAL CROSSWALK STRIPE ADVANCED STOP BAR AND YIELD PAVEMENT MARKINGS WHERE UNCONTROLLED	[BUS]	CUT BACK MEDIAN NOSE	[BUS]	IMPROVE EXISTING BUS STOP (IMPROVEMENTS NOTED ON PLAN)
Ⓢ	REFER TO ELECTRICAL PLANS FOR ALL SIGNAL AND ELECTRICAL RELATED IMPROVEMENTS	[BUS]	INSTALL PEDESTRIAN BARRICADE	[BUS]	RECONSTRUCT RETURN AND RAMP(S) WITH A BULB-CUT
		[BUS]	INSTALL PEDESTRIAN SIGN	[BUS]	CONSTRUCT CURB RAMP
		[BUS]	REMOVE CROSSWALK	[BUS]	IMPROVE EXISTING BUS STOP (IMPROVEMENTS NOTED ON PLAN)

LEGEND

- SIDEWALK/RAMPS/BULBOUTS/MEDIAN IMPROVEMENTS
- BUS IMPROVEMENTS
- CITY BOUNDARY
- SIGNALIZED INTERSECTION
- CROSS WALK STRIPING
- STOP BAR
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35% CONCEPT PLANS FOR REVIEW ONLY JUNE 2022



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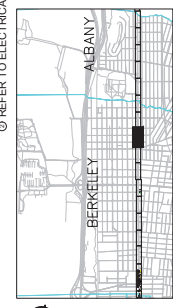
SAFETY ENHANCEMENTS PROJECT
CIVIL PLANS

Alameda County
Transportation Commission
SAN PABLO AVENUE CORRIDOR PROJECT
1111 BROADWAY #800, OAKLAND, CA 94612

Kimley Horn
1000 W. FRENCH STREET 225
OAKLAND, CA 94612
(916) 825-0712

SCALE: HORIZONTAL: NONE, VERTICAL: NONE
NOT FOR CONSTRUCTION

NO.	REVISION / SUBMISSION	DATE	DESIGNED BY	DATE
			DRAWN BY	
			CHECKED BY	
			IN CHARGE	



INSTALL 8' WIDE BICYCLE CROSSWALK
ADJACENT TO EXISTING SIDEWALK

INSTALL BIKE RAMP

BUS



CASE A
2

BUS

REPAINT RED CURB
RECONSTRUCT SIDEWALK
INSTALL BUS PAD

BUS

CASE A
2

FUTURE TRAFFIC
SIGNAL (BY OTHERS)

CASE A
1

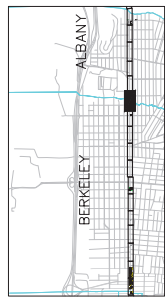
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CASE A
2

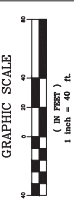
BUS

IMPROVEMENT LEGEND		EXISTING BUS STOP TO BE RELOCATED		EXISTING BUS STOP TO BE ELIMINATED	
#	NUMBER OF VALVES/MARKINGS TO BE ADJUSTED/RELOCATED	[BUS]	EXISTING BUS STOP TO REMAIN	[BUS]	EXISTING BUS STOP TO BE RELOCATED
#	NUMBER OF UTILITY BOXES/VAULTS TO BE ADJUSTED/RELOCATED	[BUS]	EXISTING BUS STOP TO BE ELIMINATED	[BUS]	RELOCATED BUS STOP
#	NUMBER OF STORM DRAIN INLETS TO BE RECONSTRUCTED/PROPOSED	[BUS]	RECONSTRUCT RETURN AND RAMP(S) WITH A BULB-CUT	[BUS]	CONSTRUCT CURB RAMP
Ⓢ	WHERE INSTALLING CONTINENTAL CROSSWALK STRIPE ADVANCED STOP BAR AND YIELD PAVEMENT MARKINGS WHERE UNCONTROLLED.	[BUS]	CUT BACK MEDIAN NOSE	[BUS]	RECONSTRUCT RETURN AND RAMP(S) WITH A BULB-CUT
Ⓢ	REPLACE ALL EXISTING SHARROWS WITH SHARROWS ON GREEN BACKGROUND.	[BUS]	CONSTRUCT PEDESTRIAN REFUGE MEDIAN NOSE	[BUS]	CONSTRUCT CURB RAMP
Ⓢ	REFER TO ELECTRICAL PLANS FOR ALL SIGNAL AND ELECTRICAL RELATED IMPROVEMENTS.	[BUS]	IMPROVE EXISTING BUS STOP (IMPROVEMENTS NOTED ON PLAN)	[BUS]	CONSTRUCT CURB RAMP

LEGEND		SIDEWALK/RAMP(S)/BULBOUTS/MEDIAN IMPROVEMENTS	
[Symbol]	SIGNALIZED INTERSECTION	[Symbol]	BUS IMPROVEMENTS
[Symbol]	CROSS WALK STRIPING	[Symbol]	CITY BOUNDARY
[Symbol]	STOP BAR	[Symbol]	RECONSTRUCT RETURN AND RAMP(S) WITH A BULB-CUT
[Symbol]	GREEN BACKED SHARROW	[Symbol]	CONSTRUCT CURB RAMP



35% CONCEPT PLANS FOR REVIEW ONLY
JUNE 2022



NO.	REVISION / SUBMISSION	DATE	DESIGNED BY	DATE	SCALE	SCALE	ALAMEDA COUNTY TRANSPORTATION COMMISSION - SAN PABLO AVENUE CORRIDOR PROJECT	
			DRAWN BY		HORIZONTAL	NONE	SAFETY ENHANCEMENTS PROJECT CIVIL PLANS	
			CHECKED BY		VERTICAL	NONE		
			IN CHARGE					
							Alameda County Transportation Commission	SAN PABLO AVENUE CORRIDOR PROJECT 1111 BROADWAY #800, OAKLAND, CA 94612 (916) 625-0712
							Kimley Horn	
							ALAMEDA COUNTY TRANSPORTATION COMMISSION	13 OF 33



IMPROVEMENT LEGEND	
#	NUMBER OF VALVES/MANHOLES TO BE ADJUSTED/RELOCATED
#	NUMBER OF UTILITY BOXES/VAULTS TO BE ADJUSTED/RELOCATED
#	NUMBER OF STORM DRAIN INLETS TO BE RECONSTRUCTED/PROPOSED
Ⓢ	WHERE INSTALLING CONTINENTAL CROSSWALK STRIPE ADVANCED STOP BAR AND YIELD PAVEMENT MARKINGS WHERE UNCONTROLLED.
Ⓢ	REPLACE ALL EXISTING SHARROWS WITH SHARROWS ON GREEN BACKGROUND.
Ⓢ	REFER TO ELECTRICAL PLANS FOR ALL SIGNAL AND ELECTRICAL RELATED IMPROVEMENTS.
[BUS]	EXISTING BUS STOP TO BE RELOCATED
[BUS]	EXISTING BUS STOP TO REMAIN
[BUS]	RELOCATED BUS STOP
[BUS]	RECONSTRUCT RETURN AND RAMP(S) WITH A BULB-CUT
[BUS]	RECONSTRUCT CURB RAMP
[BUS]	CUT BACK MEDIAN NOSE
[BUS]	CONSTRUCT PEDESTRIAN REFUGE MEDIAN NOSE
[BUS]	IMPROVE EXISTING BUS STOP (IMPROVEMENTS NOTED ON PLAN)
[BUS]	INSTALL PEDESTRIAN BARRICADE
[BUS]	INSTALL PEDESTRIAN SIGN
[BUS]	REMOVE CROSSWALK
[BUS]	RECONSTRUCT RETURN AND RAMP(S)
[BUS]	RECONSTRUCT PORK CHOP/ MEDIAN ISLANDS TO MEET ADA
[BUS]	RECONSTRUCT SIDEWALK
[BUS]	RECONSTRUCT SIDEWALK STRIPE ADVANCED STOP BAR AND YIELD PAVEMENT MARKINGS WHERE UNCONTROLLED.
[BUS]	RECONSTRUCT MEDIAN NOSE
[BUS]	CONSTRUCT PEDESTRIAN REFUGE MEDIAN NOSE
[BUS]	IMPROVE EXISTING BUS STOP (IMPROVEMENTS NOTED ON PLAN)

LEGEND

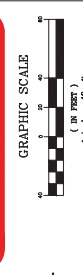
- SIDEWALK /RAMP(S)/BULBOUTS/MEDIAN IMPROVEMENTS
- BUS IMPROVEMENTS
- CITY BOUNDARY
- SIGNALIZED INTERSECTION
- CROSS WALK STRIPING
- STOP BAR
- GREEN BACKED SHARROW

SCALE

SCALE	DATE
HORIZONTAL	DESIGNED BY
VERTICAL	DRAWN BY
NONE	CHECKED BY
NONE	IN CHARGE

NOT FOR CONSTRUCTION

35% CONCEPT PLANS FOR REVIEW ONLY JUNE 2022



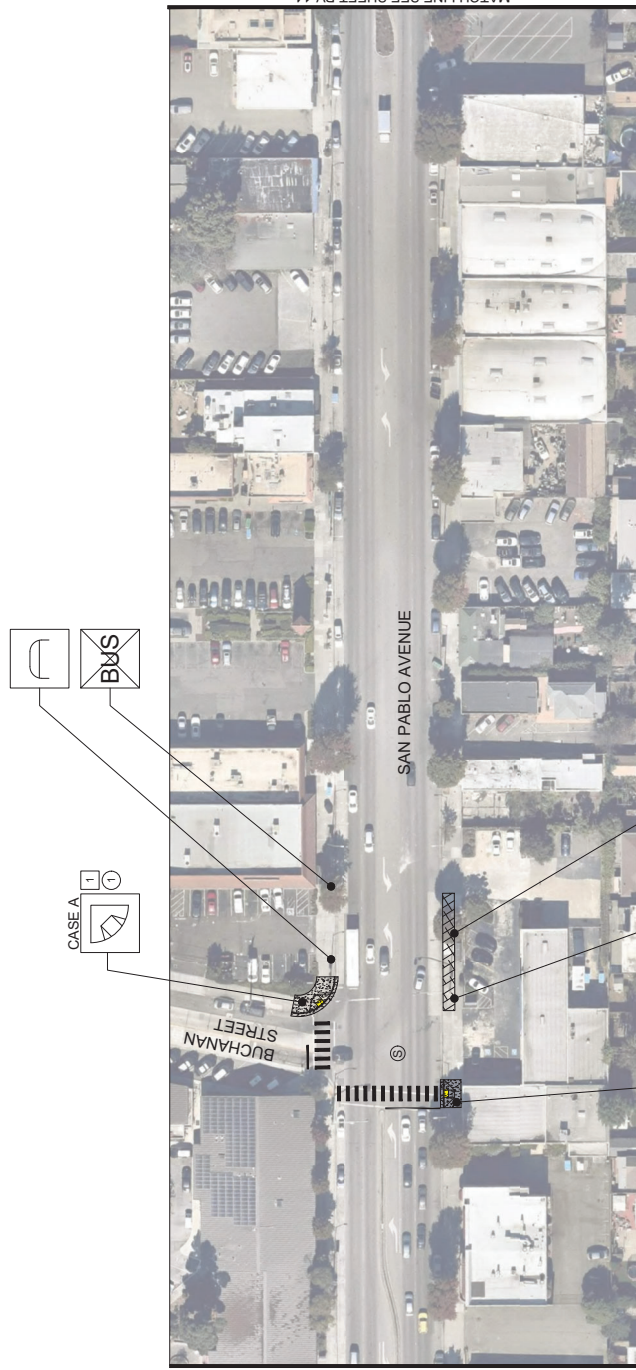
SAFETY ENHANCEMENTS PROJECT
CIVIL PLANS

Alameda County Transportation Commission
SAN PABLO AVENUE CORRIDOR PROJECT
1111 BROADWAY #800, OAKLAND, CA 94612

Kimley Horn
1001 W. FRENCH STREET 225
OAKLAND, CA 94612
(916) 825-0712

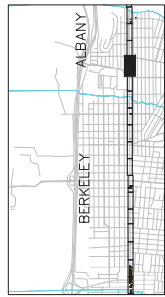
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			DRAWN BY	
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			IN CHARGE	





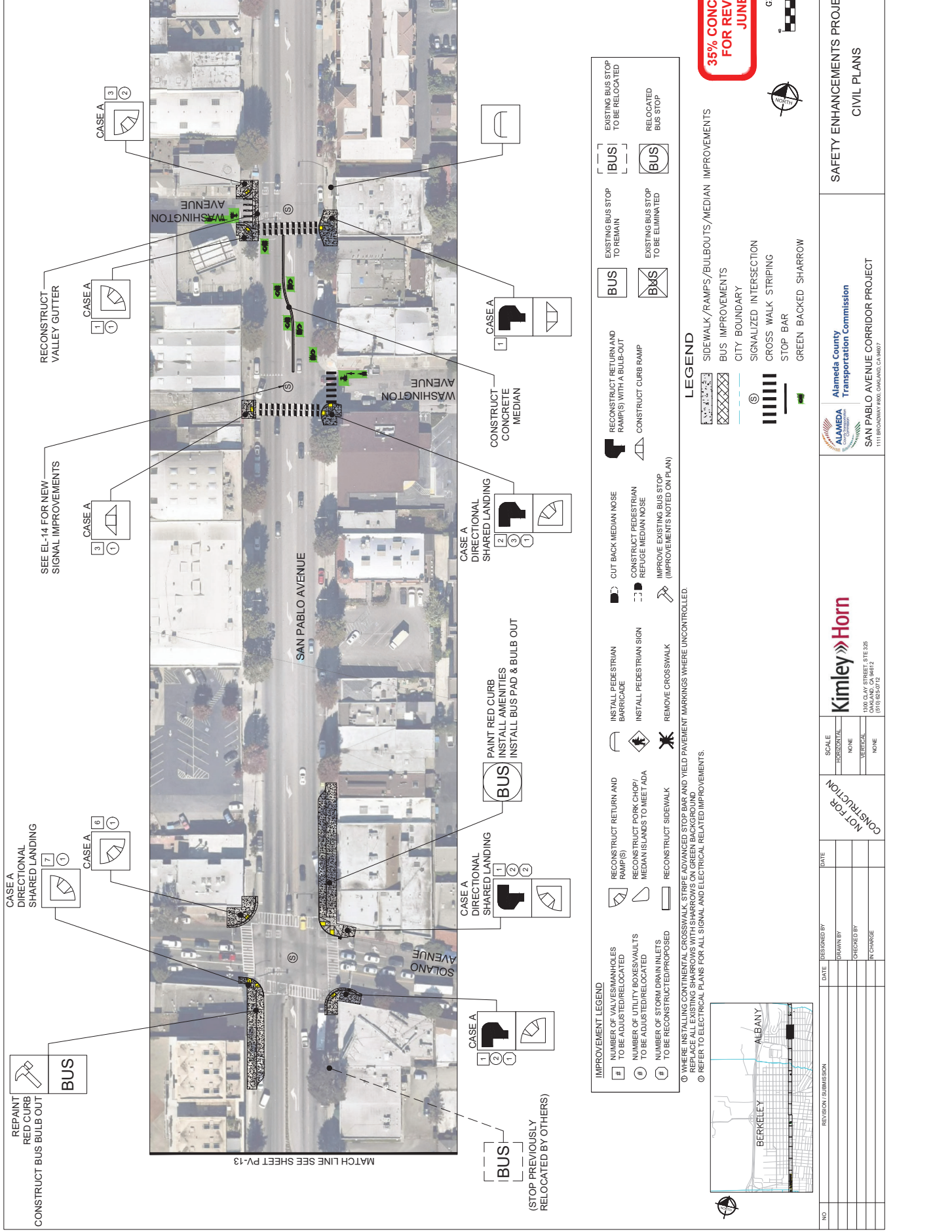
IMPROVEMENT LEGEND	
#	NUMBER OF VALVES/MANHOLES TO BE ADJUSTED/RELOCATED
#	NUMBER OF UTILITY BOXES/VAULTS TO BE ADJUSTED/RELOCATED
#	NUMBER OF STORM DRAIN INLETS TO BE RECONSTRUCTED/PROPOSED
⊙	WHERE INSTALLING CONTINENTAL CROSSWALK STRIPE ADVANCED STOP BAR AND YIELD PAVEMENT MARKINGS WHERE UNCONTROLLED.
⊙	REPLACE ALL EXISTING SHARROWS WITH SHARROWS ON GREEN BACKGROUND.
⊙	REFER TO ELECTRICAL PLANS FOR ALL SIGNAL AND ELECTRICAL RELATED IMPROVEMENTS.
[BUS]	EXISTING BUS STOP TO REMAIN
[BUS]	EXISTING BUS STOP TO BE RELOCATED
[BUS]	RELOCATED BUS STOP
[BUS]	RECONSTRUCT RETURN AND RAMP(S) WITH A BULB-CUT
[BUS]	RECONSTRUCT RETURN AND RAMP(S)
[BUS]	RECONSTRUCT PORK CHOP/ MEDIAN ISLANDS TO MEET ADA
[BUS]	RECONSTRUCT SIDEWALK
[BUS]	RECONSTRUCT SIDEWALK STRIPE ADVANCED STOP BAR AND YIELD PAVEMENT MARKINGS WHERE UNCONTROLLED.
[BUS]	RECONSTRUCT PEDESTRIAN BARRICADE
[BUS]	INSTALL PEDESTRIAN BARRICADE
[BUS]	CUT BACK MEDIAN NOSE
[BUS]	CONSTRUCT PEDESTRIAN REFUGE MEDIAN NOSE
[BUS]	REFUSE MEDIAN NOSE
[BUS]	IMPROVE EXISTING BUS STOP (IMPROVEMENTS NOTED ON PLAN)
[BUS]	REMOVE CROSSWALK
[BUS]	CONSTRUCT CURB RAMP

LEGEND	
[Symbol]	SIDEWALK/RAMPS/BULBOUTS/MEDIAN IMPROVEMENTS
[Symbol]	BUS IMPROVEMENTS
[Symbol]	CITY BOUNDARY
[Symbol]	SIGNALIZED INTERSECTION
[Symbol]	CROSS WALK STRIPING
[Symbol]	STOP BAR
[Symbol]	GREEN BACKED SHARROW

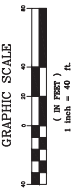


35% CONCEPT PLANS FOR REVIEW ONLY JUNE 2022

NO.	REVISION / SUBMISSION	DATE	DESIGNED BY	DATE	SCALE	SCALE	 Alameda County Transportation Commission SAN PABLO AVENUE CORRIDOR PROJECT 1111 BROADWAY #800, OAKLAND, CA 94612 (510) 625-0712	Safety Enhancements Project Civil Plans	DRAWING NO. PV-13 SHEET NO. 15 OF 33
			DRAWN BY	NONE	HORIZONTAL	NOT FOR CONSTRUCTION			
			CHECKED BY	NONE	VERTICAL				
			IN CHARGE	NONE					



35% CONCEPT PLANS FOR REVIEW ONLY
JUNE 2022



NO. _____
 REVISION / SUBMISSION _____
 DATE _____
 DESIGNED BY _____
 DRAWN BY _____
 CHECKED BY _____
 IN CHARGE _____

SAFETY ENHANCEMENTS PROJECT
 CIVIL PLANS

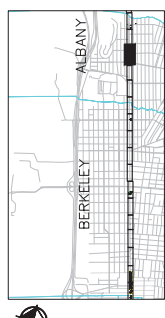
ALAMEDA COUNTY Transportation Commission
 SAN PABLO AVENUE CORRIDOR PROJECT
 1111 BROADWAY #800, OAKLAND, CA 94607

Kimley Horn
 400 CALIFORNIA STREET, SUITE 225
 OAKLAND, CA 94612
 (916) 851-0172

SCALE
 HORIZONTAL: NONE
 VERTICAL: NONE

NOT FOR CONSTRUCTION

NO. _____
 REVISION / SUBMISSION _____
 DATE _____
 DESIGNED BY _____
 DRAWN BY _____
 CHECKED BY _____
 IN CHARGE _____



IMPROVEMENT LEGEND

#	NUMBER OF VALVES/MANHOLES TO BE ADJUSTED/RELOCATED	RECONSTRUCT RETURN AND RAMP(S)	INSTALL PEDESTRIAN BARRICADE	CUT BACK MEDIAN NOSE	RECONSTRUCT RETURN AND RAMP(S) WITH A BULB-OUT	EXISTING BUS STOP TO REMAIN	EXISTING BUS STOP TO BE RELOCATED
#	NUMBER OF UTILITY BOXES/VAULTS TO BE ADJUSTED/RELOCATED	RECONSTRUCT SIDEWALK	INSTALL PEDESTRIAN SIGN	CONSTRUCT PEDESTRIAN REFUGE MEDIAN NOSE	CONSTRUCT CURB RAMP	EXISTING BUS STOP TO BE ELIMINATED	RELOCATED BUS STOP
#	NUMBER OF STORM DRAIN INLETS TO BE RECONSTRUCTED/PROPOSED	RECONSTRUCT SIDEWALK STRIPE ADVANCED STOP BAR AND YIELD PAVEMENT MARKINGS WHERE UNCONTROLLED	REMOVE CROSSWALK	IMPROVE EXISTING BUS STOP (IMPROVEMENTS NOTED ON PLAN)			

① WHERE INSTALLING CONTINENTAL CROSSWALK STRIPE ADVANCED STOP BAR AND YIELD PAVEMENT MARKINGS WHERE UNCONTROLLED.
 ② REPLACE ALL EXISTING SHARROWS WITH SHARROWS ON GREEN BACKGROUND.
 ③ REFER TO ELECTRICAL PLANS FOR ALL SIGNAL AND ELECTRICAL RELATED IMPROVEMENTS.

- LEGEND**
- SIDEWALK/RAMP(S)/BULBOUTS/MEDIAN IMPROVEMENTS
 - BUS IMPROVEMENTS
 - CITY BOUNDARY
 - SIGNALIZED INTERSECTION
 - CROSS WALK STRIPING
 - STOP BAR
 - GREEN BACKED SHARROW

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GRAPHIC SCALE
 1 inch = 40 ft.

LEGEND
 SIDEWALK / RAMPS / BULBOUTS / MEDIAN IMPROVEMENTS
 BUS IMPROVEMENTS
 CITY BOUNDARY
 SIGNALIZED INTERSECTION
 CROSS WALK STRIPING
 STOP BAR
 GREEN BACKED SHARROW

IMPROVEMENT LEGEND

- RECONSTRUCT RETURN AND RAMP(S) WITH A BULB-CUT
- RECONSTRUCT RETURN AND RAMP(S)
- RECONSTRUCT PORK CHOP / MEDIAN ISLANDS TO MEET ADA
- RECONSTRUCT SIDEWALK
- RECONSTRUCT CONTINENTAL CROSSWALK STRIPE ADVANCED STOP BAR AND YIELD PAVEMENT MARKINGS WHERE UNCONTROLLED
- REPLACE ALL EXISTING SHARROWS WITH GREEN BACKGROUND
- REFER TO ELECTRICAL PLANS FOR ALL SIGNAL AND ELECTRICAL RELATED IMPROVEMENTS.

EXISTING BUS STOP TO REMAIN [BUS]

EXISTING BUS STOP TO BE RELOCATED [BUS]

RELOCATED BUS STOP [BUS]

EXISTING BUS STOP TO BE ELIMINATED [BUS]

CUT BACK MEDIAN NOSE

INSTALL PEDESTRIAN BARRICADE

INSTALL PEDESTRIAN SIGN

REMOVE CROSSWALK

CONSTRUCT CURB RAMP

CONSTRUCT PEDESTRIAN REFUGE MEDIAN NOSE

IMPROVE EXISTING BUS STOP (IMPROVEMENTS NOTED ON PLAN)

PAINT RED CURB

INSTALL AMENITIES

RECONSTRUCT SIDEWALK

COORDINATE BUS STOP RELOCATION WITH ALBANY SAN PABLO AVENUE PEDESTRIAN IMPROVEMENT PROJECT

CONCRETE MEDIAN WITH PEDESTRIAN REFUGE NOSE (BY CITY OF ALBANY)

CONCRETE MEDIAN WITH PEDESTRIAN REFUGE NOSE (BY CITY OF ALBANY)

INTERSECTION IMPROVEMENTS BY CITY OF ALBANY

INTERSECTION IMPROVEMENTS BY CITY OF ALBANY

INTERSECTION IMPROVEMENTS BY CITY OF ALBANY

INTERSECTION IMPROVEMENTS BY CITY OF ALBANY

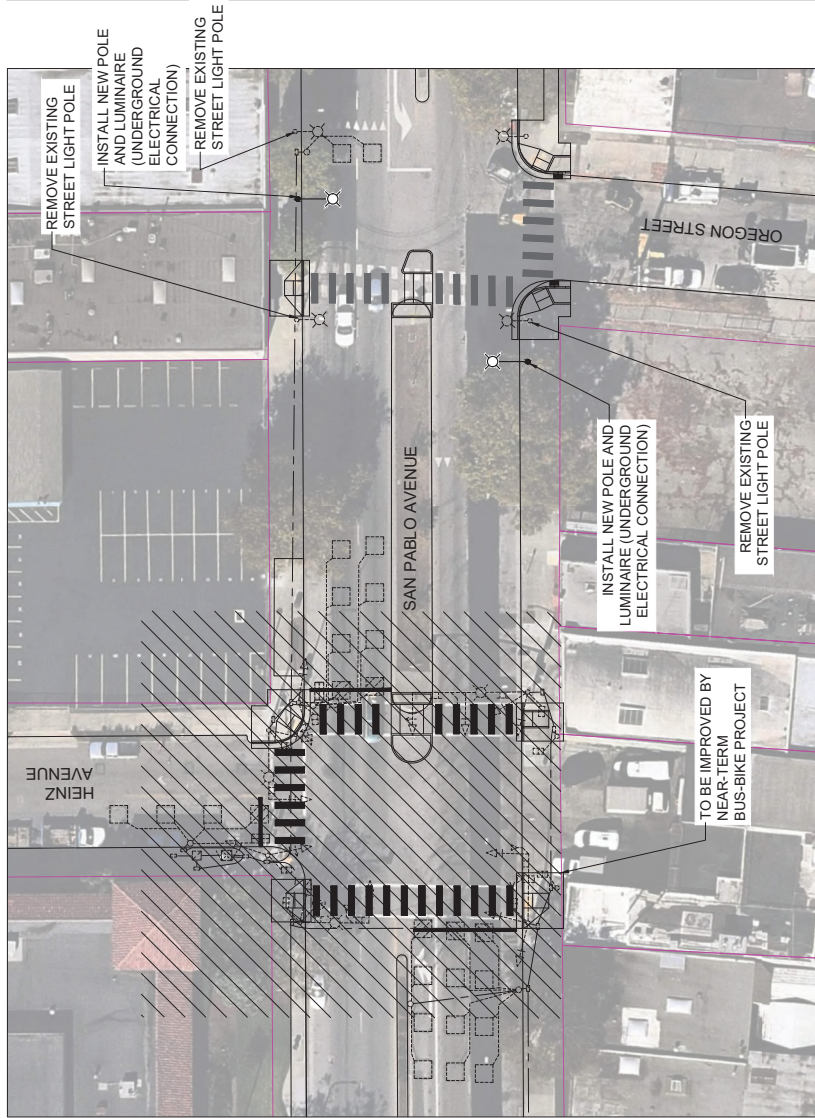
PAINT RED CURB

INSTALL AMENITIES

INSTALL BUS PAD

SIDEWALK





ELECTRICAL IMPROVEMENTS AT HEINZ AVENUE AND SAN PABLO AVENUE



ELECTRICAL IMPROVEMENTS AT GRAYSON STREET AND SAN PABLO AVENUE



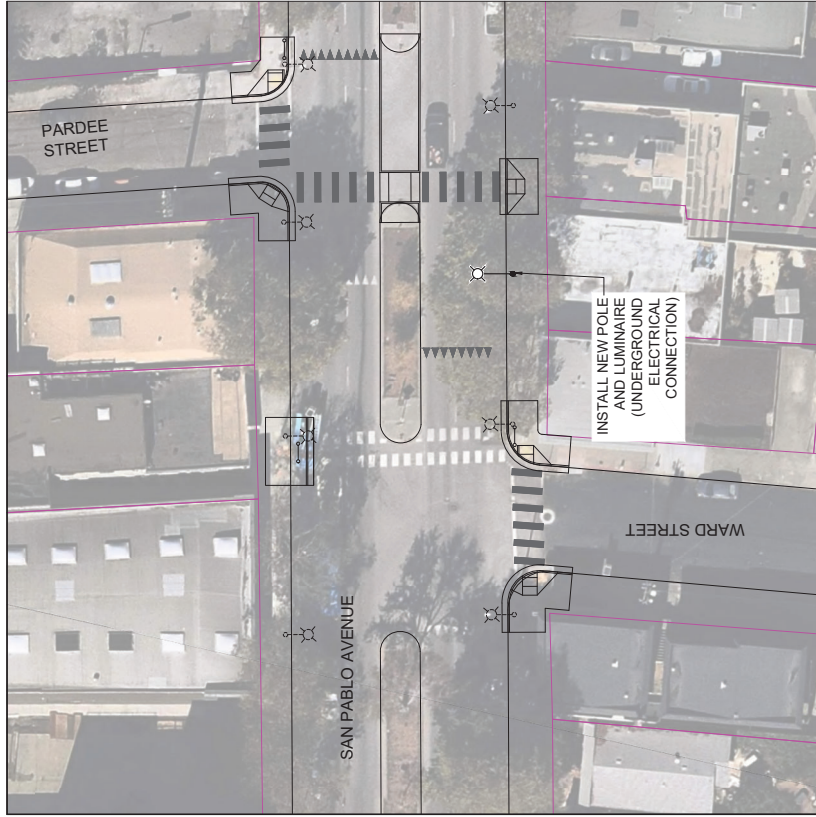
LEGEND
 - - - CITY BOUNDARY
 - - - PARCEL BOUNDARY/PROPERTY LINE

35% CONCEPT PLANS FOR REVIEW ONLY
JUNE 2022

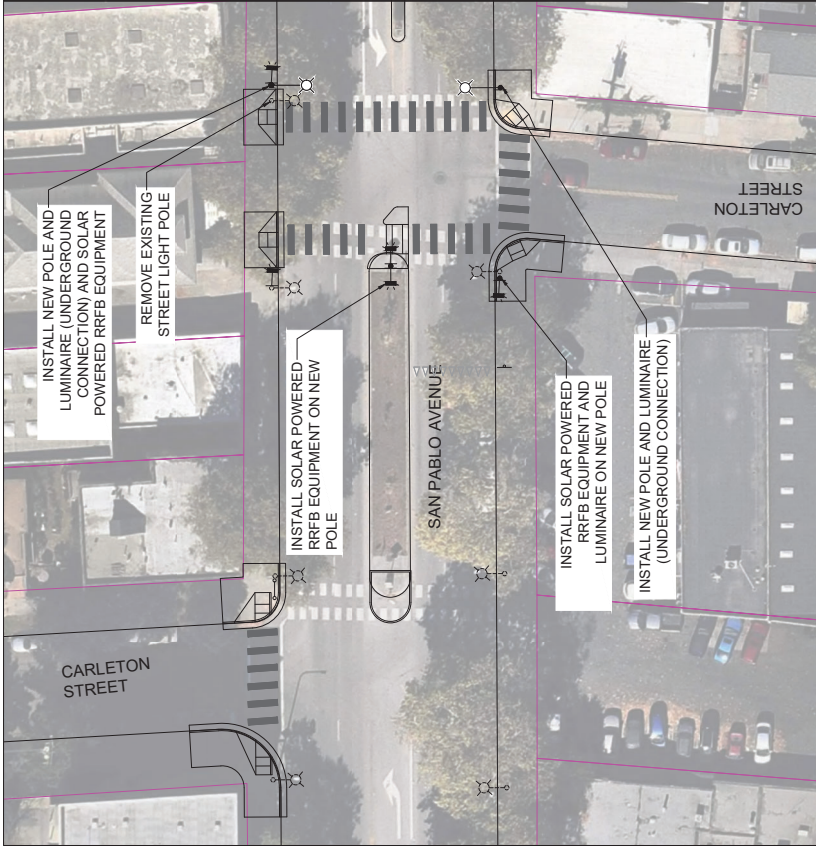


GRAPHIC SCALE
 1 inch = 200 feet

NO.	DATE	DESIGNED BY	DATE	SCALE	SCALE	NOT FOR CONSTRUCTION	 1000 W. FRENCH STE 225 OAKLAND, CA 94612 (916) 825-0712	 SAN PABLO AVENUE CORRIDOR PROJECT 1111 BROADWAY #800, OAKLAND, CA 94607	SAFETY ENHANCEMENTS PROJECT ELECTRICAL PLANS	PROJECT NO.	EL-01
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		CHECKED BY		VERTICAL	NONE						
		IN CHARGE									

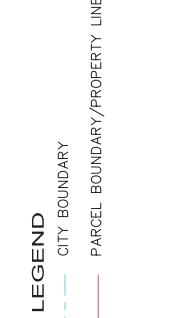


ELECTRICAL IMPROVEMENTS AT PARDEE STREET AND SAN PABLO AVENUE



ELECTRICAL IMPROVEMENTS AT CARLETON STREET AND SAN PABLO AVENUE

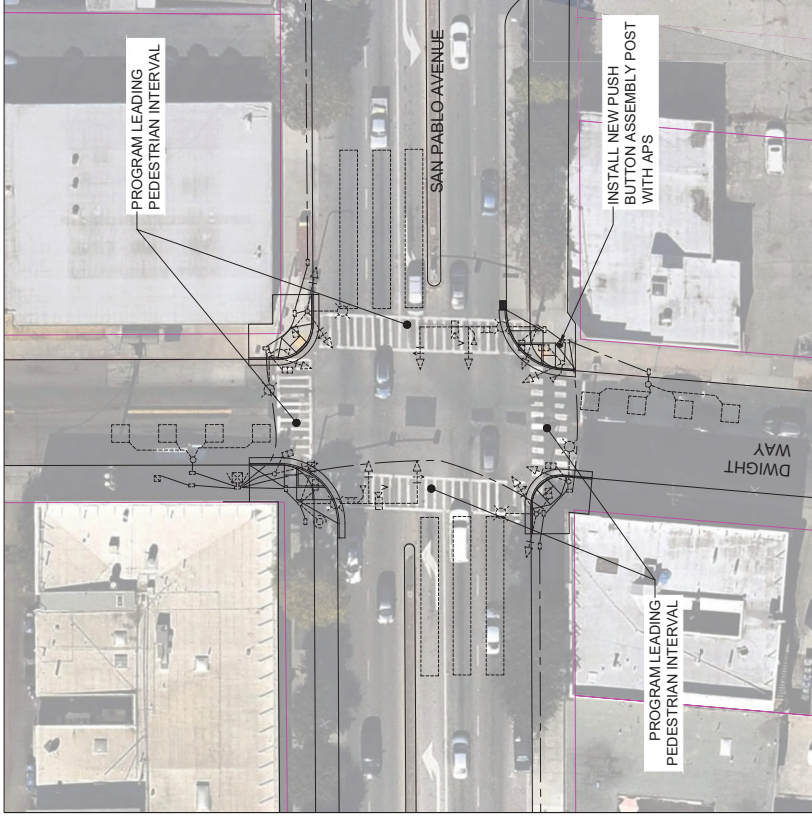
35% CONCEPT PLANS FOR REVIEW ONLY JUNE 2022



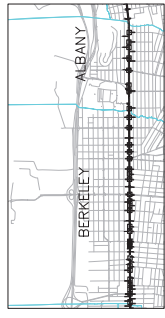
NO.	REVISION / SUBMISSION	DATE	DESIGNED BY	DATE	SCALE	SCALE	ALAMEDA COUNTY TRANSPORTATION COMMISSION	PROJECT	DRAWING NO.	
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			CHECKED BY		VERTICAL	NONE	SAN PABLO AVENUE CORRIDOR PROJECT	ELECTRICAL PLANS	SHEET NO.	
			IN CHARGE				1111 BROADWAY #800, OAKLAND, CA 94607		20 OF 33	
NOT FOR CONSTRUCTION										
Kimley»Horn										
1000 W. FRENCH STREET 225 OAKLAND, CA 94612 (916) 625-0712										



ELECTRICAL IMPROVEMENTS AT
BLAKE STREET AND SAN PABLO AVENUE



ELECTRICAL IMPROVEMENTS AT
DWIGHT WAY AND SAN PABLO AVENUE



LEGEND
 - - - CITY BOUNDARY
 - - - PARCEL BOUNDARY/PROPERTY LINE

35% CONCEPT PLANS FOR REVIEW ONLY JUNE 2022

GRAPHIC SCALE
 1" = 20' FT.

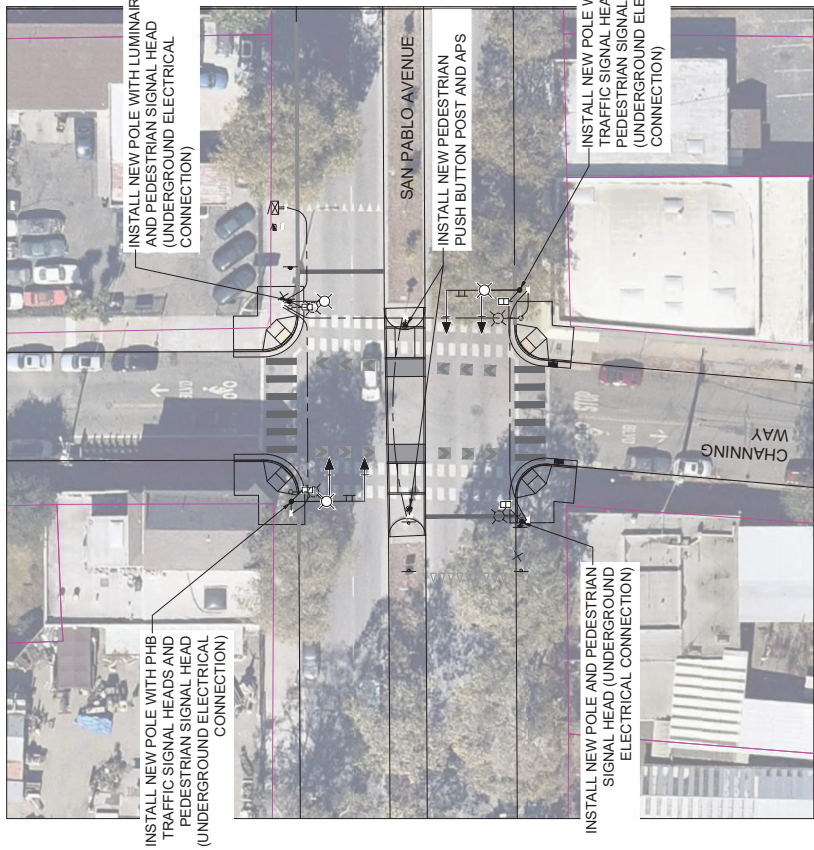
NO.	REVISION / SUBMISSION	DATE	DESIGNED BY	DATE
			DRAWN BY	
			CHECKED BY	
			IN CHARGE	

NOT FOR CONSTRUCTION

Kimley»Horn
 1000 W. FRENCH STREET 225
 OAKLAND, CA 94612
 (916) 835-0712

Alameda County Transportation Commission
 SAN PABLO AVENUE CORRIDOR PROJECT
 1111 BROADWAY #800, OAKLAND, CA 94607

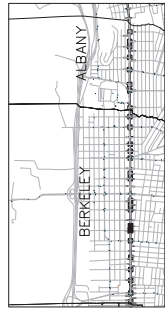
SAFETY ENHANCEMENTS PROJECT
 ELECTRICAL PLANS



ELECTRICAL IMPROVEMENTS AT
CHANNING WAY AND SAN PABLO AVENUE



ELECTRICAL IMPROVEMENTS AT
CHAUCER STREET AND SAN PABLO AVENUE



LEGEND
 - - - CITY BOUNDARY
 --- PARCEL BOUNDARY/PROPERTY LINE

**35% CONCEPT PLANS
FOR REVIEW ONLY
JUNE 2022**

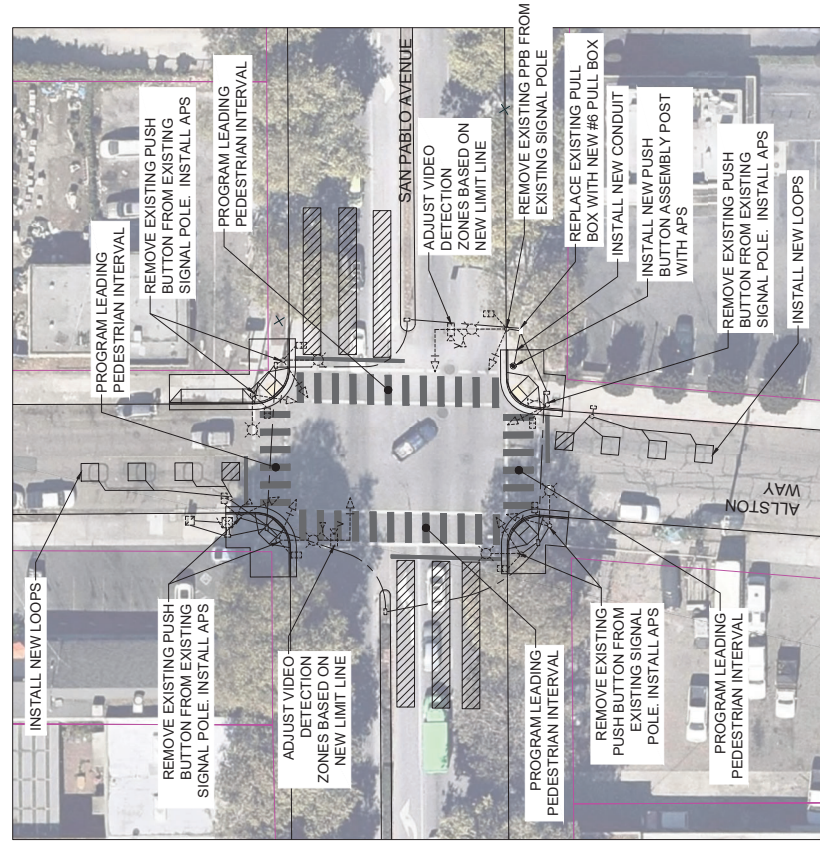


GRAPHIC SCALE
 1" = 20' FT.

NO.	REVISION / SUBMISSION	DATE	DESIGNED BY	DATE	SCALE	SCALE	 Alameda County Transportation Commission SAN PABLO AVENUE CORRIDOR PROJECT 1111 BROADWAY #800, OAKLAND, CA 94607	SAFETY ENHANCEMENTS PROJECT ELECTRICAL PLANS	PROJECT NO.	EL-04	SHEET NO. 22 OF 33
			DRAWN BY	HORIZONTAL	NONE						
			CHECKED BY	VERTICAL	NONE						
			IN CHARGE								

Kimley»Horn
 1000 P.O. BOX 1000, SUITE 225
 OAKLAND, CA 94612
 (916) 835-0712

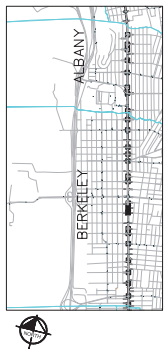
NOT FOR CONSTRUCTION



ELECTRICAL IMPROVEMENTS AT ALLSTON WAY AND SAN PABLO AVENUE



ELECTRICAL IMPROVEMENTS AT COWPER STREET AND SAN PABLO AVENUE



NO.	REVISION / SUBMISSION	DATE	DESIGNED BY	DATE
			DRAWN BY	
			CHECKED BY	
			IN CHARGE	

Kimley Horn
 1000 W. FRENCH ST. STE 225
 OAKLAND, CA 94612
 (916) 852-0712

SCALE
 HORIZONTAL: NONE
 VERTICAL: NONE

NOT FOR CONSTRUCTION

Alameda County Transportation Commission
 SAN PABLO AVENUE CORRIDOR PROJECT
 1111 BROADWAY #800, OAKLAND, CA 94607

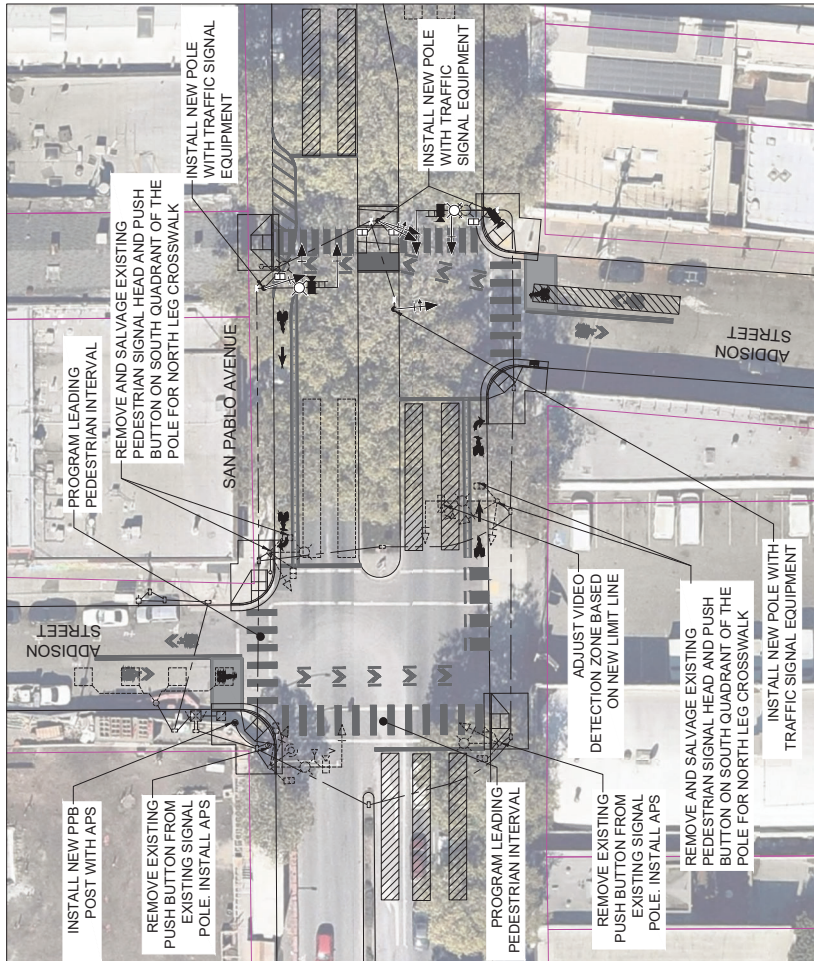
SAFETY ENHANCEMENTS PROJECT
 ELECTRICAL PLANS

PROJECT NO. EL-05
 SHEET NO. 23 OF 33

35% CONCEPT PLANS FOR REVIEW ONLY JUNE 2022

LEGEND
 - - - CITY BOUNDARY
 --- PARCEL BOUNDARY/PROPERTY LINE

GRAPHIC SCALE
 1 inch = 200 feet



ELECTRICAL IMPROVEMENTS AT
ADDISON STREET AND SAN PABLO AVENUE



LEGEND
 --- CITY BOUNDARY
 --- PARCEL BOUNDARY/PROPERTY LINE

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JUNE 2022**



GRAPHIC SCALE
 1 inch = 20' / 1:240

NO.	REVISION / SUBMISSION	DATE	DESIGNED BY	DATE	SCALE	SCALE	SCALE
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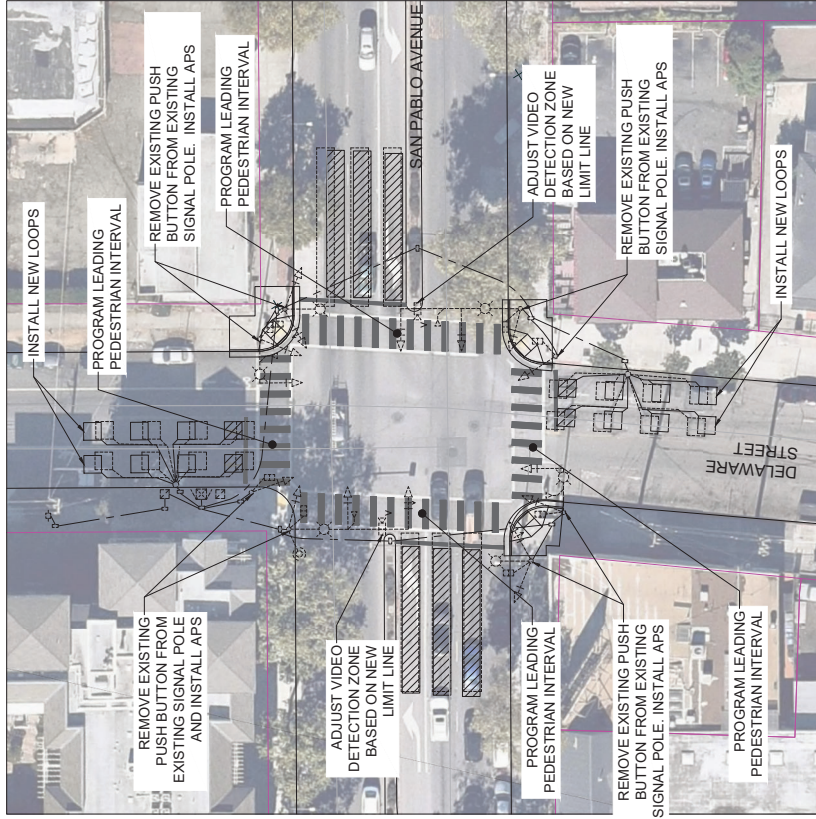
NOT FOR CONSTRUCTION

Alameda County Transportation Commission
 SAN PABLO AVENUE CORRIDOR PROJECT
 1111 BROADWAY #800, OAKLAND, CA 94607

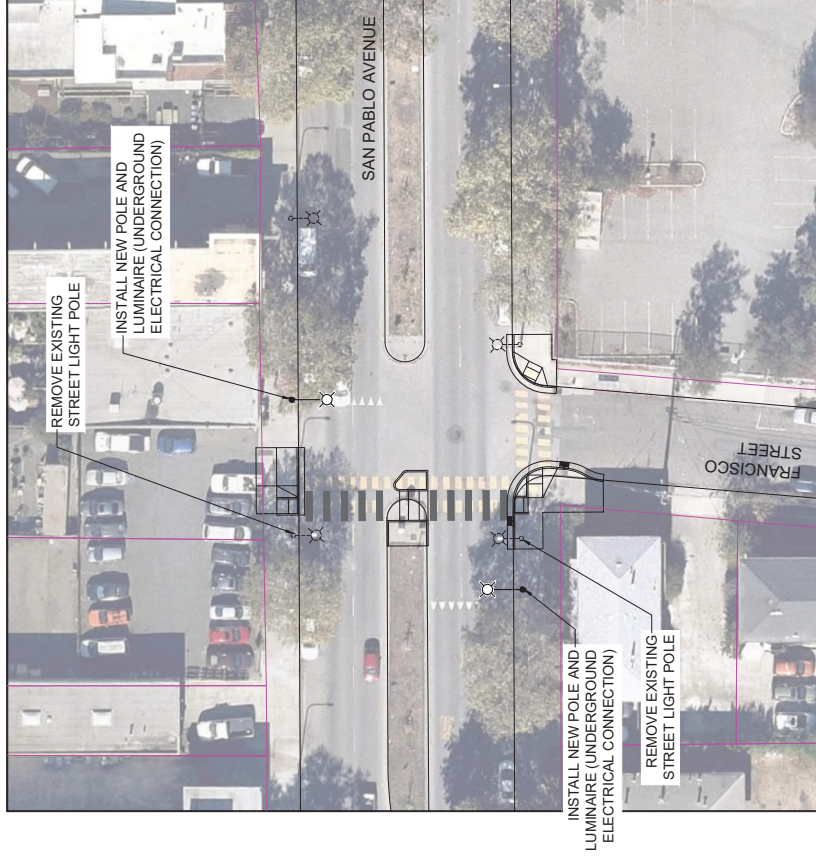
Kimley»Horn
 1001 W. PINE STREET, SUITE 225
 OAKLAND, CA 94612
 (916) 851-0172

Safety Enhancements Project
 ELECTRICAL PLANS

PROJECT NO: EL-06
 SHEET NO: 24 OF 33



ELECTRICAL IMPROVEMENTS AT
DELAWARE STREET AND SAN PABLO AVENUE



ELECTRICAL IMPROVEMENTS AT
FRANCISCO STREET AND SAN PABLO AVENUE



LEGEND

- CITY BOUNDARY
- PARCEL BOUNDARY/PROPERTY LINE

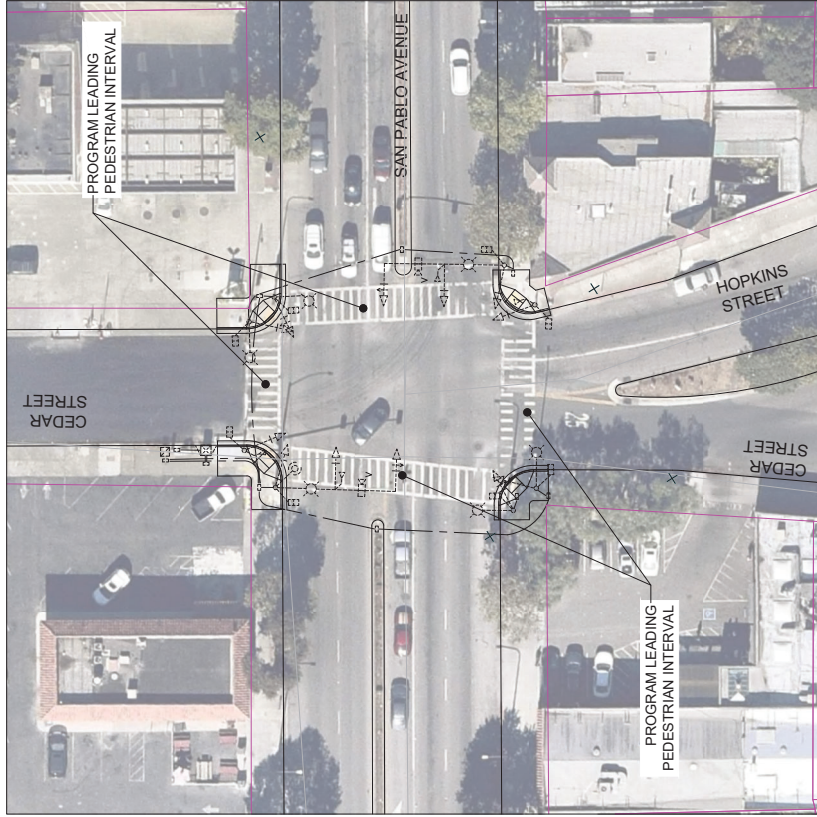
**35% CONCEPT PLANS
FOR REVIEW ONLY
JUNE 2022**

GRAPHIC SCALE
1 inch = 200' FT.

1" = 200'

NO.	REVISION / SUBMISSION	DATE	DESIGNED BY	DATE	SCALE	SCALE	<p>Kimley Horn 1000 W. PULASKI AVE. SUITE 225 OAKLAND, CA 94612 (916) 850-0712</p>	<p>Alameda County Transportation Commission SAN PABLO AVENUE CORRIDOR PROJECT 1111 BROADWAY #800, OAKLAND, CA 94607</p>	<p>SAFETY ENHANCEMENTS PROJECT ELECTRICAL PLANS</p>	PROJECT NO.	EL-07
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			CHECKED BY		VERTICAL	NONE					
			IN CHARGE								
										SHEET NO.	25 OF 33

NOT FOR CONSTRUCTION

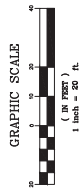


ELECTRICAL IMPROVEMENTS AT
CEDAR STREET AND SAN PABLO AVENUE

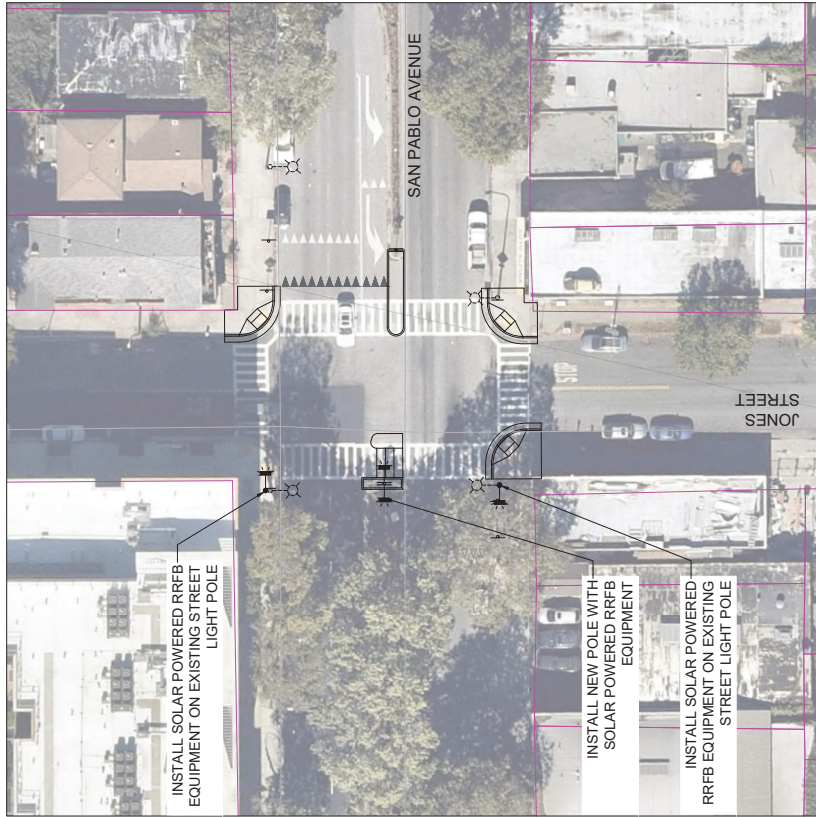


LEGEND
 - - - CITY BOUNDARY
 - - - PARCEL BOUNDARY/PROPERTY LINE

**35% CONCEPT PLANS
FOR REVIEW ONLY
JUNE 2022**



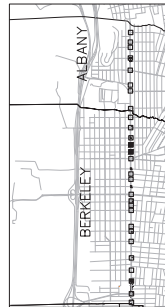
NO.	DATE	DESIGNED BY	DATE	SCALE	SCALE	NOT FOR CONSTRUCTION	 Alameda County Transportation Commission SAN PABLO AVENUE CORRIDOR PROJECT <small>1111 BROADWAY #800, OAKLAND, CA 94607</small>	SAN PABLO AVENUE CORRIDOR PROJECT <small>1111 BROADWAY #800, OAKLAND, CA 94607</small>	SAFETY ENHANCEMENTS PROJECT ELECTRICAL PLANS	DRAWING NO. EL-08	SHEET NO. 26 OF 33
		DRAWN BY		HORIZONTAL NONE	VERTICAL NONE						
		CHECKED BY									
		IN CHARGE									



ELECTRICAL IMPROVEMENTS AT
JONES STREET AND SAN PABLO AVENUE

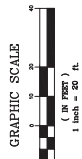


ELECTRICAL IMPROVEMENTS AT
PAGE STREET AND SAN PABLO AVENUE



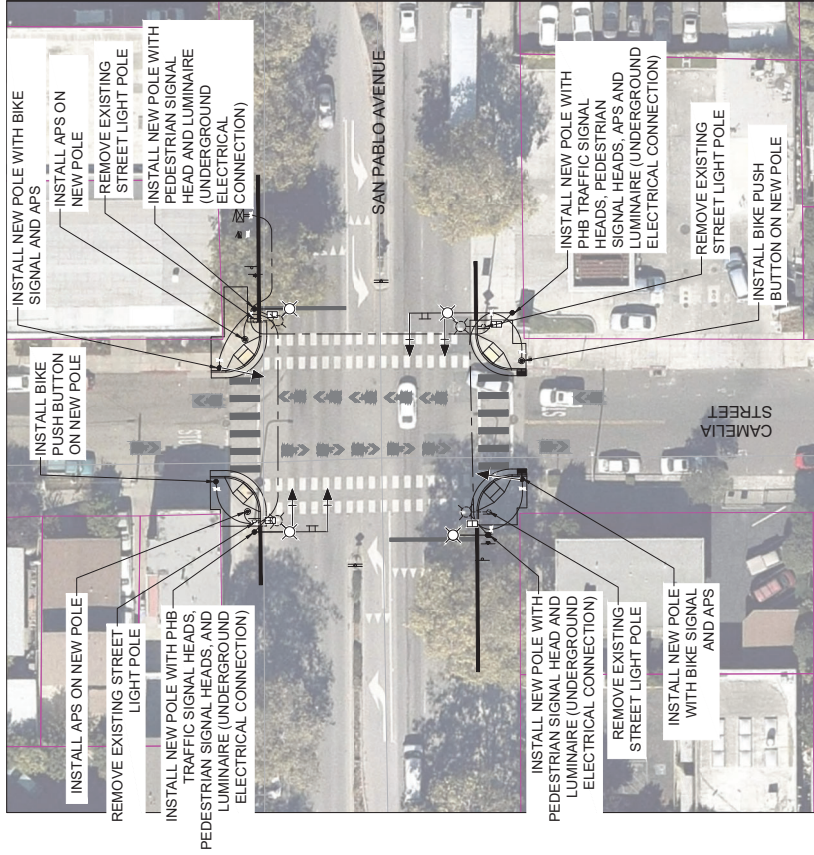
LEGEND

- CITY BOUNDARY
- PARCEL BOUNDARY/PROPERTY LINE

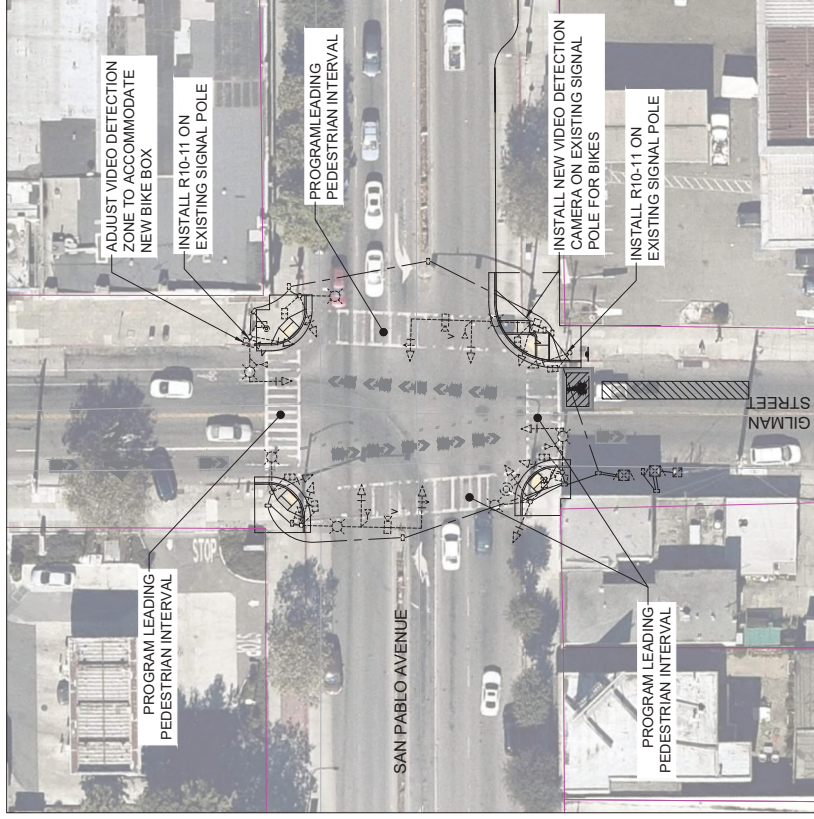


35% CONCEPT PLANS
FOR REVIEW ONLY
JUNE 2022

NO.	REVISION / SUBMISSION	DATE	DESIGNED BY	DATE	SCALE	NOT FOR CONSTRUCTION	DRAWN BY	DATE	CHECKED BY	DATE	IN CHARGE
					HORIZONTAL NONE VERTICAL NONE	NOT FOR CONSTRUCTION					
Alameda County Transportation Commission SAN PABLO AVENUE CORRIDOR PROJECT 1111 BROADWAY #800, OAKLAND, CA 94607											
SAFETY ENHANCEMENTS PROJECT ELECTRICAL PLANS											
PROJECT NO. EL-09											
SHEET NO. 27 OF 33											



ELECTRICAL IMPROVEMENTS AT
CAMELIA STREET AND SAN PABLO AVENUE



ELECTRICAL IMPROVEMENTS AT
GILMAN STREET AND SAN PABLO AVENUE

**35% CONCEPT PLANS
FOR REVIEW ONLY
JUNE 2022**

LEGEND
 - - - CITY BOUNDARY
 --- PARCEL BOUNDARY/PROPERTY LINE



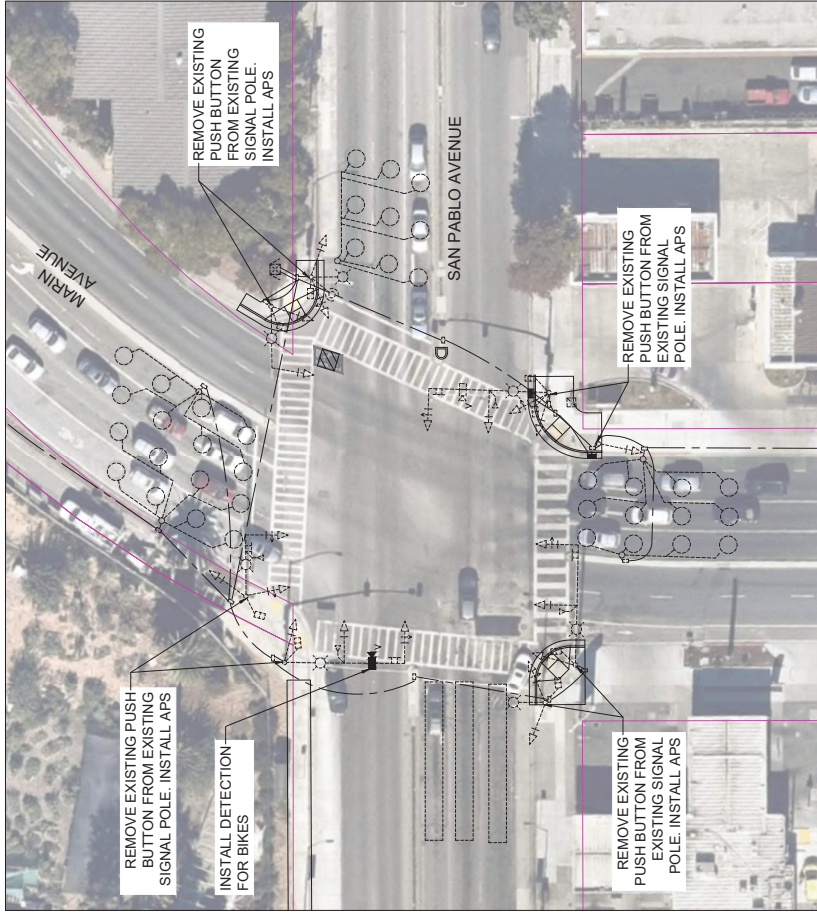
NO.	REVISION / SUBMISSION	DATE	DESIGNED BY	DATE	SCALE	SCALE	ALAMEDA COUNTY TRANSPORTATION COMMISSION	SAFETY ENHANCEMENTS PROJECT	PROJECT NO.
			DRAWN BY		HORIZONTAL	NONE	ALAMEDA COUNTY Transportation Commission	ELECTRICAL PLANS	EL-10
			CHECKED BY		VERTICAL	NONE	SAN PABLO AVENUE CORRIDOR PROJECT		SHEET NO.
			IN CHARGE				1111 BROADWAY #800, OAKLAND, CA 94607		28 OF 33

Kimley»Horn
 1000 W. FRENCH STREET 225
 OAKLAND, CA 94612
 (916) 835-0712

NOT FOR CONSTRUCTION



ELECTRICAL IMPROVEMENTS AT
DARTMOUTH STREET AND SAN PABLO AVENUE



ELECTRICAL IMPROVEMENTS AT
MARIN AVENUE AND SAN PABLO AVENUE



LEGEND
 --- CITY BOUNDARY
 --- PARCEL BOUNDARY/PROPERTY LINE

**35% CONCEPT PLANS
FOR REVIEW ONLY
JUNE 2022**



GRAPHIC SCALE
 1 inch = 200 feet

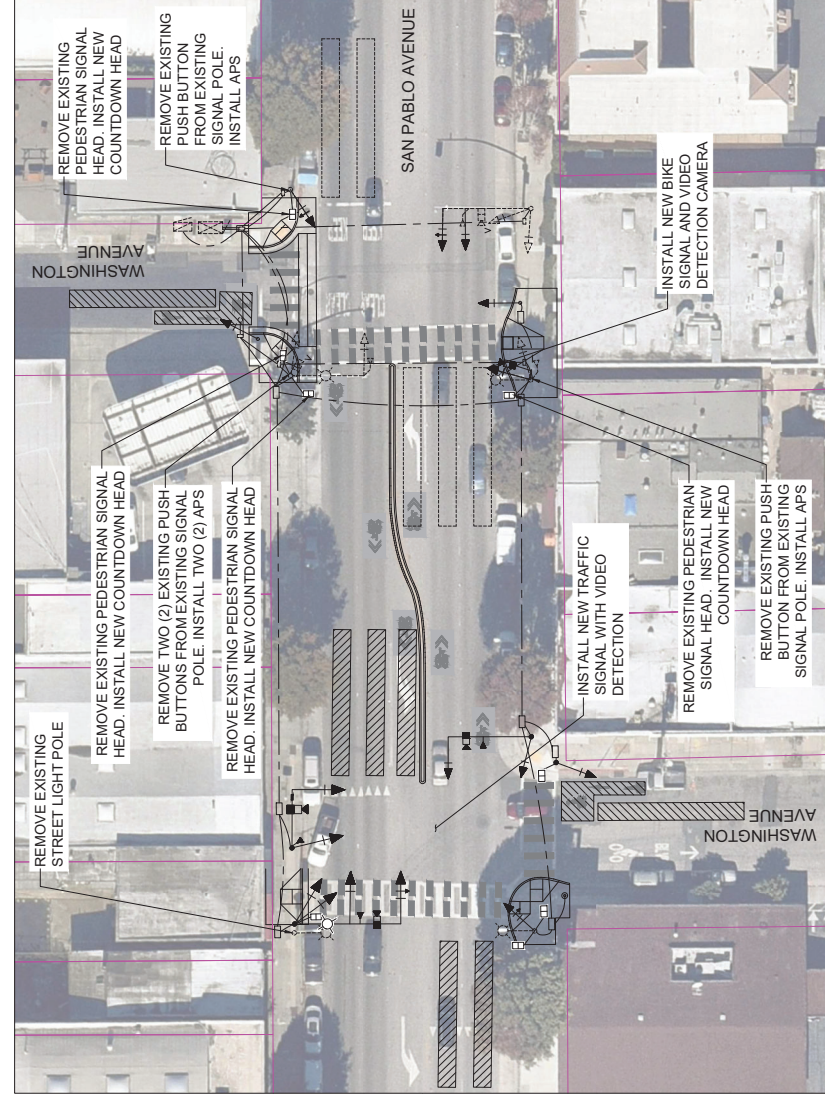
NO.	REVISION / SUBMISSION	DATE	DESIGNED BY	DATE	SCALE	SCALE	NOT FOR CONSTRUCTION
			DRAWN BY		HORIZONTAL	NONE	
			CHECKED BY		VERTICAL	NONE	
			IN CHARGE				

Kimley»Horn
 1000 W. FRENCH STREET 225
 OAKLAND, CA 94612
 (916) 835-0712

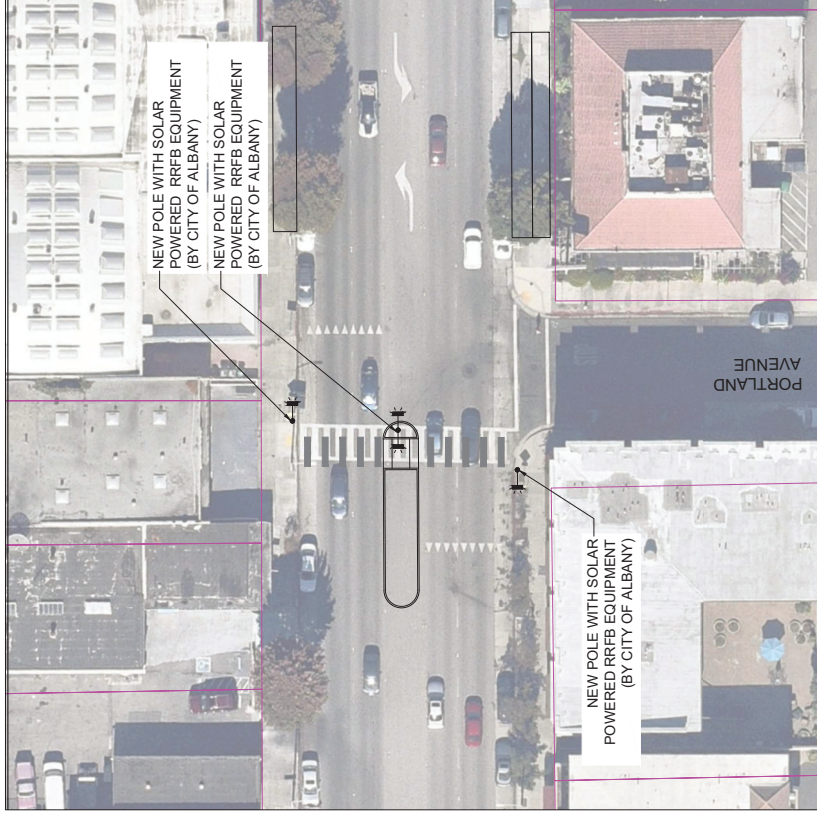
**Alameda County
Transportation Commission**
 SAN PABLO AVENUE CORRIDOR PROJECT
 1111 BROADWAY #800, OAKLAND, CA 94607

SAFETY ENHANCEMENTS PROJECT
 ELECTRICAL PLANS

PROJECT NO.
EL-11
 SHEET NO.
29 OF 33



ELECTRICAL IMPROVEMENTS AT WASHINGTON AVENUE AND SAN PABLO AVENUE



ELECTRICAL IMPROVEMENTS AT PORTLAND AVENUE AND SAN PABLO AVENUE



LEGEND

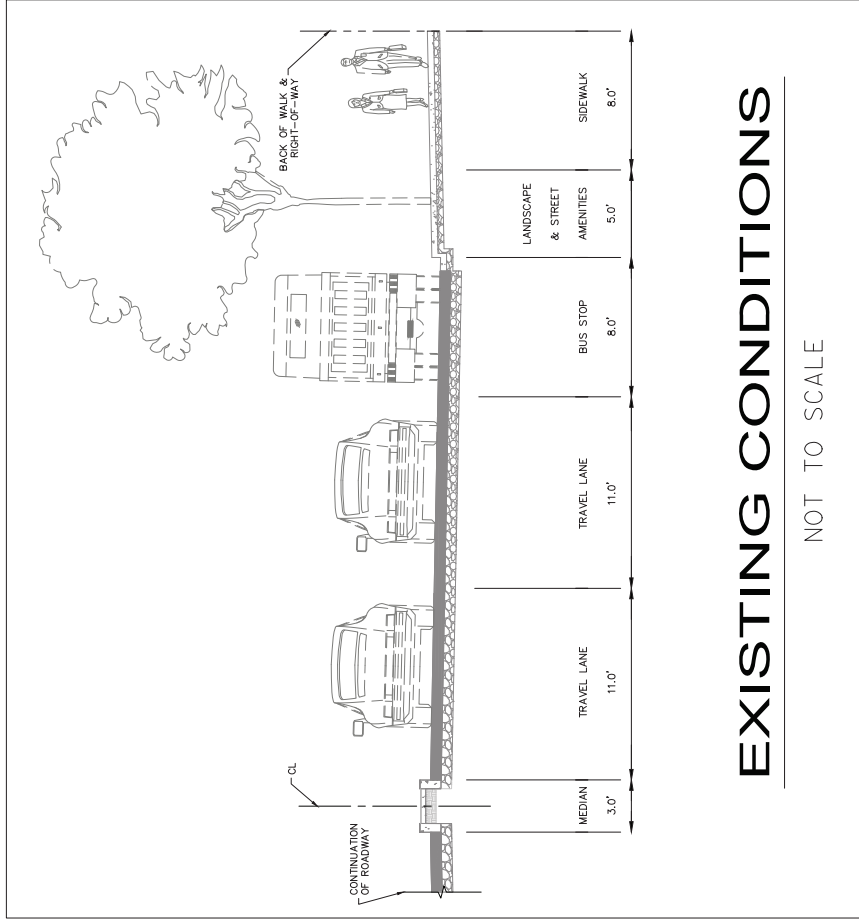
- CITY BOUNDARY
- PARCEL BOUNDARY/PROPERTY LINE

35% CONCEPT PLANS FOR REVIEW ONLY
JUNE 2022

GRAPHIC SCALE
 1 inch = 200 feet

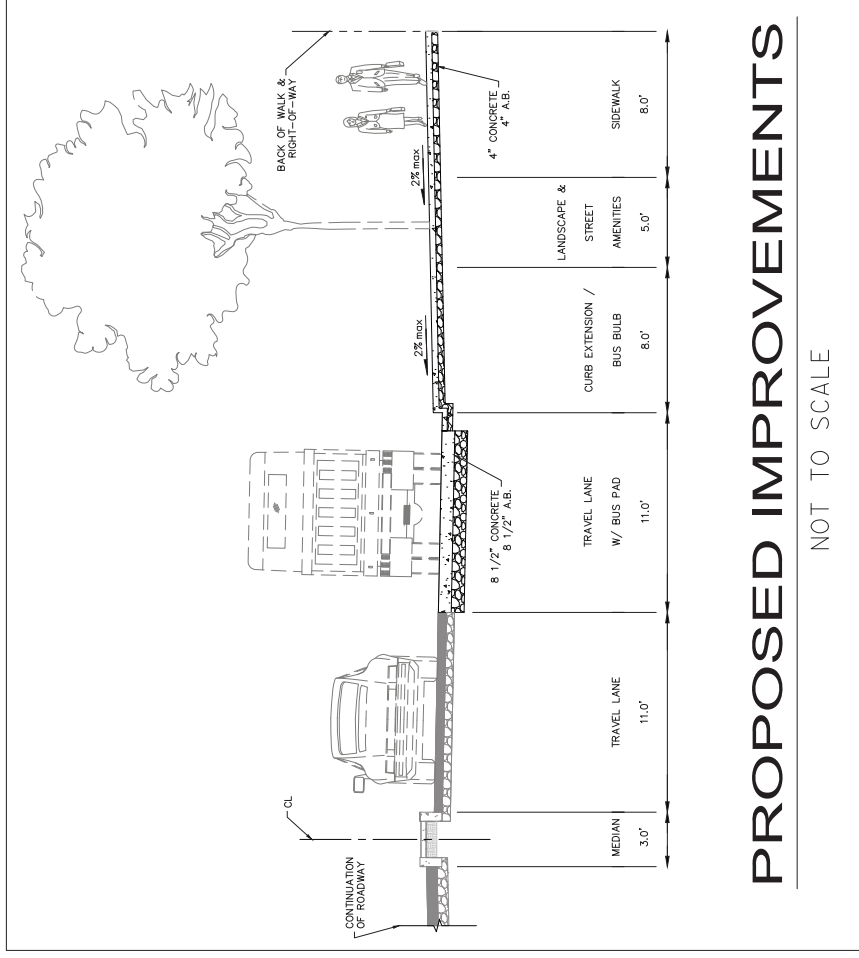
NO.	REVISION / SUBMISSION	DATE	DESIGNED BY	DATE	SCALE	SCALE	 1111 BROADWAY #800, OAKLAND, CA 94607 (916) 852-0712	Alameda County Transportation Commission SAN PABLO AVENUE CORRIDOR PROJECT	SAFETY ENHANCEMENTS PROJECT ELECTRICAL PLANS	DRAWING NO. EL-13	SHEET NO. 31 OF 33
			DRAWN BY	HORIZONTAL	NONE	NOT FOR CONSTRUCTION					
			CHECKED BY	VERTICAL	NONE						

BUS BULB IMPROVEMENTS – TYPICAL SECTIONS



EXISTING CONDITIONS

NOT TO SCALE



PROPOSED IMPROVEMENTS

NOT TO SCALE

San Pablo Avenue Safety/Bus Bulbs Project

ATP Cycle 6 Application

Attachment E: Existing Conditions Photos

**San Pablo Avenue s/o
Oregon Street (looking
north)**

This is the beginning of the corridor improvements in Berkeley north of Heinz Avenue

Typical cross-section with crosswalk striping and signage. Long pedestrian crossing and difficult-to-access near-side bus stop

Improvements include median pedestrian refuge and relocation of bus stop to far-side with improved amenities and additional red curb to facilitate bus access



**San Pablo Avenue n/o
Carleton Street (looking
south)**

Long crossing distance
for pedestrians with
vehicle warning to
increase yielding

Improvements include
curb ramps, tighten
corner radii, add an
RRFB, and provide a
pedestrian refuge at the
south leg crossing



**San Pablo Avenue s/o
Channing Way (east
side of street looking
south)**

**Existing near-side bus
stop is poorly maintained**

**Bus stop is being located
to far-side location just
north of Channing**

**Install improved bus stop
amenities (benches,
signage)**





San Pablo Avenue at Channing Way (left image: south leg crossing; right image: north leg crossing)

Long crossing distance for pedestrians and bicyclists

Improvements include closing the median on San Pablo to restrict left turns from San Pablo Avenue and thru movements along Channing Way, reducing conflicts for bikes and peds; provide bike median openings and crossing sharrows. Provide a Pedestrian Hybrid Beacon to improve crossing safety along a major bike route and for pedestrian crossing.

**San Pablo Avenue n/o
Cowper Street (looking
south)**

Vehicle making an illegal
u-turn at the south leg of
the intersection in the
crosswalk

Improvements include
curb ramps, tighten
corner radii, and provide a
median pedestrian refuge
at the south leg crossing



San Pablo Avenue s/o Addison Street (looking north)

Addison Street has two off-set "T" intersections with no bicycle facilities to connect the two bicycle facilities extending on either side of San Pablo Avenue

Improvements includes cycle track connector on San Pablo Avenue in both directions to connect Addison bikeway. Also includes new curb ramps, new median crossing for cyclists and improved crossing for pedestrians, a bike box, and a painted bulb-out



**San Pablo Avenue at
Dartmouth Street
(looking south)**

PHB was installed in 2018
as part of adjacent
development project

No bicycle crosstrack of
San Pablo Avenue

Improvements installing
the cycle track crossing to
connect to Dartmouth
Street



San Pablo Avenue at Clay Street (looking north)

No bicycle facilities between two offset streets with existing/planned bicycle facilities (Clay Street and Brighton Avenue)

Improvements include installing cycle track connector on San Pablo Avenue between Clay and Brighton, bus stop improvements, cycle track, median pedestrian refuge, and new curb ramps

